

# News



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Sidevalve



## Features this issue

AGM Report

Fault Diagnosis

Ivor's Gang at the AGM



# Sidevalve News

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## Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional

Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

**Bristol and South West:** Ivor Bryant 01454 411028. *3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.*

**Camb, Lincs and Norfolk:** Brian Cranswick 01733 203776. E-mail: [b.sidevalve@yahoo.co.uk](mailto:b.sidevalve@yahoo.co.uk). *Please ring for details.*

**Coventry and Midlands:** Geoff Hammond 02476 334201. E-mail: [hammond.geoff@talktalk.net](mailto:hammond.geoff@talktalk.net). *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

**Devon and Cornwall:** Ian Rooke 01752 266018. *Please ring for details of local activities.*

**Dorset:** Brian Winslow 07810 491698. E-mail: [dorsetcontactfsoc@yahoo.co.uk](mailto:dorsetcontactfsoc@yahoo.co.uk). *New Regional Group. Please contact for information.*

**Essex:** John Hull 07763 810386. E-mail: [postmaster@jrjahull.plus.com](mailto:postmaster@jrjahull.plus.com). *1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

**Glos, Hereford and Worcs:** Brian Bedford 01432 820004. E-mail: [s.bedford45@btinternet.com](mailto:s.bedford45@btinternet.com). *The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm, third Thursday of the month.*

**Hampshire:** Mick Crouch 023 8069 2359. *Please ring for details.*

**Kent:** Richard Greenaway 01580 892169. E-mail: [rntgreenaway@yahoo.co.uk](mailto:rntgreenaway@yahoo.co.uk). *New Regional Group. Please contact for information.*

**East Lancs:** Godfrey Hands 01282 831886. E-mail: [g.hands142@btinternet.com](mailto:g.hands142@btinternet.com). *Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

**London North:** Robin Thake 01279 659245. *1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.*

**London South East:** Stan Bilous 020 8764 7068. *Please ring for details of local activities.*

**Merseyside:** Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. E-mail: [joe@ajwheatley.freemove.co.uk](mailto:joe@ajwheatley.freemove.co.uk) Mobile 07831 622075. *2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm*

**Northamptonshire:** Danny Moody 01604 810095. *1st Thursday of the month, Griffin's Head, Mears-Ashby (between Northampton and Wellingborough), 8.45pm.*

**Nottinghamshire:** Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. [romarpop@ntlworld.com](mailto:romarpop@ntlworld.com).

**Surrey:** Angela Hume 07884 184882. E-mail: [babssidevalve@aol.com](mailto:babssidevalve@aol.com)

**Sussex:** David Pickett 01444 483350. *3rd Wednesday: Barley Mow, Selmeston, A27. 7.30pm.*

**Yorkshire:** Nigel Hilling 01484 843115. E-mail: [nhilling@tiscali.co.uk](mailto:nhilling@tiscali.co.uk). *Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.*

**Mid Wales & Borders:** Dennis J Duggan, Rock Cottage, Brook Street, Welshpool, Montgomeryshire SY21 7NA. E-mail: [djduggan@supanet.com](mailto:djduggan@supanet.com)

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Brian Cranswick

Unfortunately due to the AGM being in Bristol I was unable to take part in my 103E, so I followed the classics in my modern motor. I was really impressed by Brian Bedford's ex police E493A Prefect (JVJ 821): his car really seemed to gallop up the hills. Was this down to the 12volt alternator conversion giving a much better spark or down to some previous special police enhancements? Ivor Bryant's little old Ford 8 also showed a very good turn of speed along the Cotswolds lanes: a great pace for a 70 year old motor. I would just like to say well done and thank you to Ivor, Peter and helpers for their excellent organisation on the day and choosing the lovely scenic roads for the run.

You can now view details of future events and look at pictures from some of our past events via the club website / members area.

If you are organising a club stand or road run, please log the event with the events co-ordinator so this can be covered under the club insurance.

**15th August – Capel Classic Car & Bike Show**, nr Dorking, Surrey. Surrey group Club Stand. Details contact Angela Hume.

**16th August – Doncaster meet and run** to celebrate the 50th year since the end of 103E production. Contact Nigel Hilling for details.

**22nd August – Kirkstall Classic Car Show**, in the grounds of Kirkstall Abbey, Leeds – classic car rally event to raise funds for St Gemma's Hospice, Leeds. This year's event held in memory of the late John Charlton, a former FSOC technical adviser. Entry forms from the events co-ordinator or contact organiser Steve Waldenberg, 39 Winding Way, Leeds, LS17 7RG.

**30th & 31st Hampshire – Pageant of Motoring**, Broadlands, Romsey, Hants. Club Stand. To book in your car send a SAE to Mick Crouch, Hampshire Group.

**5th & 6th September – Skylark Country Show**, Skylark Garden Centre, A141 March, Cambs. This show is getting bigger every year. Club Stand. Free entry, contact Brian Cranswick for details.

**19th September – Harvest Fair at Steeple Morden** (Herts / Cambs border). Classic cars needed, details from club member David Heard 01992 413937 or email david.heard1@ntlworld.com.

**27th September – Ramsey Rural Museum**, Nr Huntingdon, Classic Vehicle rally. Cars wanted for the club stand. Contact Brian Cranswick to enter.

**7th & 8th November – Autumn Restoration Show** at the Royal and West Showground, Shepton Mallet.

**13th-15th November – NEC Classic Car Show**, Birmingham. Contact John Porter to display your Sidevalve on the club stand.

## Scandinavia

Håkon B. Øverland

Hi fellow Sidevalvers,

I am afraid I have not very much to report on the progress of my Prefect. I probably mentioned last time that I have dismantled the rear axle including the torque tube and radius rods. I have no intention of opening this unit any further as it seems to work properly, except to renew the rear brakes. As the outside of the axle is very rusty I scrape the rust off and prepare and paint the whole thing. As far as I have come with this it looks quite promising.

I had the pleasure again to attend the AGM at Alveston. There I met with members that I had met at previous AGMs, and also a few members that I have not met before, among them John Pole, who was kind enough to invite me to stay with him at the weekend.

I must admit that I was surprised to see that not so many Sidevalves turned up as I had expected. From previous AGMs I had been informed that since those meetings were held in the Midlands, many members did not risk their treasures for such a long journey under unstable weather conditions. Consequently I had expected to see a lot more of them this year.

After the meeting a nice road run was arranged, and I was offered a seat in one of the Sidevalves which gave me great pleasure. These meetings give me inspiration to keep up the work with the restoration of my own car, though I must admit that at times it is hard to find the energy to go on as there are so very few of these old Fords nearby. Luckily I have some contact with a few enthusiasts in Sweden.

I wish you all a continuing nice summer and great Sidevalving.

## Cambs, Lincs & Norfolk

Brian Cranswick

New Peterborough member Tony Edwards is busy restoring his recently purchased 1956 Black 103E and trying to get the old Pop back on the road. The chassis no. is C891891 and the registration number UAS 793, which was formerly registered as 396 HEV. The car was brought by Tony from Pop Parts Plus without an engine and gearbox: replacements have now been fitted and with some TLC should see the old Ford up and running again very soon.

Another local member, Geoff Hearn, has decided to downsize his fleet of classics by selling one of his Sidevalves. A really difficult decision to make which one has to go. Geoff has now put up for sale his really nice E493A Prefect and is keeping his 100E, which in the end was due to all the fond motoring and family memories attached to owning the 100E.



### Ollie's running report

For some time I have had a very small misfire on my 103E. My local Sidevalve mechanic Alan's diagnosis was a faulty carburettor. An exchange unit was sourced from the club spares and has now been fitted. This seems to have made a real difference and has sorted the problem. You can tell how good your engine is running by how it sounds and now it does sound really sweet indeed. I really hate lying underneath cars so whilst the car was in Alan's workshop a full service and grease-up was carried out. Again this has made a difference to the way it drives on the way home from the garage: not a squeak or rattle was heard from anywhere. It certainly does help getting the Pop on a garage ramp and making sure all the necessary greasing points are given a really good going over. Also, a David Manterfield designed fuel pump heat shield has been fitted, so hopefully no more vaporization. The MOT was due and another pass was given by my Sidevalve-friendly tester Paul. I have just found that my flasher unit now seems to be playing up: this is a 6volt motorcycle one and it will be easy to source a replacement.

Please do not hesitate to contact me if you can support any of the local events with your Sidevalve.

# Regional News

## Essex

John Hull

The Essex group has been busy recently, and at our June meeting there was a lot to discuss.

We had a good time at the Enfield Pageant at the end of May (see separate report).

### Seats

Continuing on from our report in the last magazine, Paul Gam has sent me details of the restoration of the seats on his 100E. He writes:

'It is quite common with 100Es for the original foam in the seat back to deteriorate, and you are left with no padding between the horizontal springs and the cover. With my seats, some of the stitching in the seat squab had also come loose, so I decided to refurbish the front seats.

I noted where the frame clips were positioned, and removed the covers carefully and cleaned them with Vynylex protectant by Lexol. I then cleaned the seat frames, and repainted them using Equipment Grey, a Plasticote industrial spray paint, which is quite a good colour match. Sue, my wife, repaired the stitching on the seat squab (girl power!), following the original thread holes using waxed Gutermann upholstery thread. Before replacing the covers, I placed ½ inch upholstery foam over the back of the seats front and rear, folding it over the top of the frame. A good tip to hold the foam in place is to wrap cling film around it several times – this will enable you to slip the cover over easily. The repaired squab was also refitted. Whilst trying to place the frame clips in their original positions, adjusting them is trial and error, smoothing and stretching the cover to remove any creases.'

I saw the seats at Enfield, and Paul and Sue have made a nice job of them. I hope his tips



may be useful to other members.  
Paul and Sue Gam's seat restoration

### 40 miles in 40 years

Tony Lloyd had a result when he bought another car for his collection, a rare semi-automatic (vacuum clutch arrangement) Prefect with only 1,244 miles on the clock. The

only other one known to Tony was owned by Pam Lincoln, a previous Essex regional contact. The last time this car was on the road was pre-1981. Apart from the old style log book, Tony has one MOT certificate from 1969, when the car had covered 1,208 miles, so it has covered less than 40 miles in the last 40 years!



The car has been badly stored and the interior vandalised.

Tony Lloyd's latest acquisition

### Bigger on the inside

Dean Rose was delighted to be asked to show his Siva at a Doctor Who convention held at Barking Abbey comprehensive school at the end of April. The convention was attended by over 500 people, including stars from the show past and present. Guest of honour was actor Colin Baker. Dean's car took centre stage



outside the event, and was featured in a centre-page spread in the *Daily Mail*. Fame at last!  
Dean's Siva at the Dr Who Convention

### And other business ...

Dave and Wendy are back from a very enjoyable holiday in New Zealand.

On 15th June, Dennis, Mick, Jean and I attended the Hatfield Heath Festival Classic Car Show. This was a nice show with a good mix of vehicles, charity stalls, flower festival and arena events – something for everyone. To round the day off nicely, Dennis won second prize in his category for his Model Y.

There are still lots more events during the rest of the summer, so let's pray for continued good weather.

### Enfield Pageant 2009

This took place over the Bank Holiday weekend at the end of May, and what a difference a year makes! Instead of being rained off, we had wall-to-wall sunshine.

The club stand was a joint effort between the Essex and North London groups. Saturday dawned bright and sunny, and this year we were able to use Robin and Jennie's gazebo as a sunshade instead of a wind and rain shelter.

On Saturday we had a good display of 11 vehicles: Mick Williams' E83W pickup; 103Es from myself, Bob Gibbins, Richard Healey and Mike Capps; Robin Thake's Anglia; and 100Es from Terry Tomlin, John Brown, Trevor Seabright, Paul Gam and Stuart Cecil.

We had a good look round the autojumble but were disappointed to see lots of spaces where stallholders had not turned up, and found very few spares for our vehicles. Perhaps people prefer to sell their spares on eBay?

Sunday dawned bright and sunny again, and we had another good display of different vehicles, with Mick's E83W; 103Es from myself, Dave Clarke and David Heard; Dennis Little and Steve Fisk in Model Y's; Robin's Anglia; and 100Es from John Perren, Stuart Cecil, Terry Tomlin and Tony Lloyd.

We were also pleased to see Mick Crouch, Steven Wood and Graham Bundy from the Hampshire group.

Several prospective members visited the stand over the weekend and Jennie was able to enrol some of them into the club, and give out information. The new A-board advertising the club did a good job.

I was unable to attend on the Monday, but Robin and Jennie held the fort. Fortunately the promised rain did not materialise and Terry Tomlin, David Heard, Richard Healey and Robin all displayed their cars. Rod Janes from the Y & C club paid them a visit after the rest of his club members had gone home.

Over the weekend I tried to speak to as many people as I could and found that there is still a great deal of enthusiasm for our type of cars. Long may it continue!



## North London

Robin and Jennie Thake

This report starts with the successful Chilton Hill Show held at Aston Clinton in Buckinghamshire, where there were four cars from our group and several other FSOC members in attendance. Jim Miles in his Eifel – open top and maroon – won first prize in the 1930s section and I won first prize in the Post War to 1960 section with my E04A Anglia. The following weekend was the Enfield Pageant of Motoring where we spent all weekend on the Club stand in beautiful weather – see Essex group report. The Monday was very quiet so in the afternoon Robin, Jen and Richard went on an inspection tour of the dustbins that the autojumlbers were filling up with their cast offs and found some interesting objects, but Jen is not sure what she is going to do with the saw she rescued!

After a weekend off the good weather continued until our group holiday at Hotel Riviera at Bournemouth. This year we set off as two small convoys with us leading the group from our area and John Brown leading the 100Es from the Hitchin area. We arrived safely at the delightful hotel and met up with John Farrer from Kent and Arthur and Eileen Bowerbank from Windsor. Having settled in, and grateful for the lift to take us up three flights of stairs, we wondered where the 100Es were. We phoned John Perren who said that he had broken down at Middle Wallop but that the AA were there and were having trouble plugging the laptop into the 100E. The car was successfully started and everyone was on their way, only for it to break down a few miles later at Salisbury from where it was put on a truck and delivered to Bournemouth. The car continued to play up electrically for a few days but Robin eventually solved the problem.

We all had an excellent holiday once again, all the cars parked together at the side of the hotel and going off in convoy each morning. We visited Compton Acres, Swanage Railway, Beaulieu Motor Museum where we parked up as a display, Poole, Sam Miller Motorcycle Museum and craft centre, and the end of the pier show with Sid Little as star, and enjoyed the crazy golf on the last day. On the Sunday afternoon from 4 o'clock we took our cars along to the display on Bournemouth sea front that forms up every week, weather permitting. We visited for a couple of hours and had many interested visitors come and have a look, including one who turned out to be a very near neighbour of ours who was staying at a nearby hotel; he happened to look out of a window and decided to come and look at what was going on.

We were well looked after by the staff at the hotel: all our needs were catered for with a fantastic four course dinner each evening, and lovely clean and fresh rooms with loads of hot water. We were sad to leave on the Saturday

morning: as we drove off to our various destinations we waved goodbye to the staff and we all arrived safely home without any problems.

On our return from Bournemouth the next day we attended the Luton Show at Stockwell Park which as usual was very busy and hot. Stuart Cecil won a prize with his Mk2 Consul, having rested his 100E after its holiday. Fathers' Day saw us at a local show at Hatfield Heath which is part of a Flower Festival and Art Show. The Essex Group were there with three vehicles and four of our group were there but only in two Sidevalves. It was another successful day for the FSOC with Jim Miles in his Eifel, Dennis Little in his 'Y' type and my E04A all winning prizes in our various groups. As we collected our awards we were cheered on by our grandchildren who had joined us for the day.

Robin and Jen attended the Club AGM and



Robin receiving a trophy at Hatfield Heath festival.

were made very welcome by the Bristol and West group; we enjoyed the fun run in our Focus but not the thunderstorm on the M25 on the way home. The following day was very hot and sunny again and we had four group members as well as other club members at the Leighton Buzzard Light Railway show: a very pleasant ride on the train and a picnic in the park. On 1st July a new evening show at Luton Hoo in the Walled Garden took place: it was a very enjoyable event with all sorts of vehicles attending including a Ferrari Enzo – a bit faster than a Sidevalve.

We are all looking forward to spending long hot summer's days at the following shows: Duxford Air Museum (2nd August), Woburn or Rougham Air Show (16th August), BBQ with John and Sue Brown, Little Gransden Air Show and Quainton Road Railway on Bank Holiday weekend. In September we are going to Capel Manor, Gamlingay, Ramsey Rural Museum and hopefully St Marys School. 'We'll meet again' – change of organiser here seems to have no sense of urgency.

Finally I had a desperate phone call from Paul of Waltham Abbey, who has made an excellent job restoring his 100E, because the car just would not run for more than ten minutes after he had changed many components. I went to see him and after several checks I found it was a faulty condenser. A cup of tea later it was still running like a bird; he has since rung me with his thanks to say that all is well after a run.

## Gloucester, Hereford & Worcester

Brian Bedford

Jon Simpson, with his 1945 E04C 5 cwt Fordson van, and Derek Powell with his 1955 E83W 10 cwt Fordson van both took their vehicles down from North Herefordshire to London for this year's London to Brighton run in May. They had a few tales to tell at our monthly gathering, from their late night arrival at Crystal Palace to being woken early in the morning with the steam vehicles being fired up. Their journey to Brighton was long and slow, mainly due to congestion of heavy general traffic and to the very hot conditions on the day which resulted in a number of stops, unfortunately for both vans, due to vaporization. However both vans sailed back to London in the evening without a problem. A quick load up onto their respective trailers for a midnight arrival back home for both gentlemen, who when asked said, yes, they will do it again

Jon also undertook the Under Milk Wood road run in June in his van with Derek as co-driver. They travelled from home to Swansea, completed the run to Laugharne, and back home – a round trip of over 260 miles in one day. This time the van went well with no problems encountered.

Our attendance at the May Marches Transport and Food Festival consisted of me with Herbert, my Prefect; Len Shorthouse with his Popular; Jon and his van; and Dave Prosser (the man with a number of vehicles) who took along his Bedford M-type tipper lorry. Wonderful location and the day included a road run for vehicles, starting off earlier in the day from Leominster.

Len Shorthouse, myself and our wives attended a local Steam, Veteran and Vintage Show at Abergavenny: a chance for Len to meet up with other Welsh FSOC members from South Wales area.

I met up with Ivor Bryant and Peter Williams at the Berkeley Classic and Antique Fair show where once again Mr Bryant was quite taken with my boot loading luggage skills. The day was extra special as it was my supportive wife Sue's and my 39th wedding anniversary

Len Shorthouse with the Popular met up with member Phil Birch at the Lister Tyndale Steam Rally, held the weekend before the FSOC annual general meeting. Phil, the owner of a 1938 Ford 10 Tourer, took along his 1933 Vauxhall Cadet Coupe to this show.

Len, myself and our member wives Sue and Muriel along with John Pole attended the AGM as representatives from our region. We applaud Ivor and Peter and their better halves who worked so hard at catering for the hungry for a good day.

# Regional News

The run after the meeting was I thought very testing, using local hills. The route map provided was excellent, a credit to both gentlemen.

Tony Marter managed to get his 1948 E04A Anglia to Bromyard Gala in early July – his first show after two years working on continuing problems. Help was at hand at the show to allow the car to limp home later. It had been off the road for 14 years before Tony acquired it 10 years ago. Myself and Len also attended this show – I took along my Model Y this time and Len his Pop.

At our June regional monthly meeting I was instructed to include the fact that at an earlier event, the Classic and Performance Ford car show held at the three Counties Showground Malvern in March, my Prefect won the 'Best other Ford' class. I'm a modest chap really!

May we continue to have good weather for all our future activities in the next four months – hopefully at least within a 60 miles radius of our region!

## Regional Report

John Duckenfield

The last issue contained 11 Regional News reports; two new Regional Groups have started this year and over the last year or two there have been a number of new Regional Contacts. Next year the Club would like to increase the number of Regional Groups so that even more members can take advantage of this Club facility. It just needs someone to take the initiative and have a go at being a Regional Contact!

Rob Goodland and I crossed the border into Lancashire recently and it was a real treat to be at the inaugural meeting of the East Lancs Group. There had been initial concerns as to whether or not there would be enough interest to form a group there but these soon disappeared as a dozen or so hitherto strangers gathered and began chatting to each other about their common interest – Sidevalve cars. It was great to be part of the occasion and to be made so welcome. I sincerely hope that the group is a success but had it not been for Godfrey Hands taking the initiative in the first place by offering to be a Regional Contact, those strangers would never have come together. It just needs someone who is prepared to take the lead.

Over the last year I have tried to convince members of the worth of Regional Groups and of the important role that they and Regional Contacts have within the Club. It's now up to you! If you want to find out more please do not hesitate to contact me (details on page 2) and let's hope that by the beginning of next year there are even more Regional Groups for members to enjoy.

## Yorkshire

Nigel Hilling

### Events

With the season now in full swing we have had a presence at a number of shows including Sherburn Aerodrome, Cusworth Hall near Doncaster, Locke Park at Barnsley, and Brodsworth Hall near Doncaster. I, as usual, went 'over the border' to sample the hospitality of the Merseyside Group at a very warm Tatton Park. More details on some of the events can be found below.

Meetings at the Black Bull continue to be well attended and June saw a good selection of old cars with a few non-Sidevalves making a guest appearance (photo 1). We were able to congregate outside the pub in warm summer weather for a change. The new East Lancs Group has suggested doing a joint run so if anyone is interested or has any ideas for a route or destination then let me know.

Photo 1



### Murton Road Run

In June we had a road run from the Black Bull to Murton Autojumble near York. We then continued a short distance to sample the hospitality of Denis Matthewman for the afternoon. Denis has a collection of motorcycles and a WW2 Guy Ant in addition to his Sidevalves so it made for an interesting day. Some of the cars joined the run part way through but we ended up with 10 Sidevalves at the end. One of the cars (photo 2) was put back on the road last year for its fiftieth birthday after being in the same family possibly

Photo 2



since new. Photos 3 and 4 show some of the other attendees in Denis's back garden.

Photo 3



Photo 4



### Hope Classic Show

This Monday evening event always attracts a good number of exhibits with nearly 200 attending this year. There were at least 6 FSOC attendees including Joe Wheatley, who travels over from Lancashire for the event. The other exhibits included an early Rolls Royce with the registration 2 RR. There was a lot of rain around that evening but thankfully none fell on the event itself.

### Ilkley Trial and Fifth Gear

The Ilkley Trial is now a round of the ACTC championship so attracted a decent entry of 90 cars and motor cycles. Amongst the entry was a certain Mr Tiff Needell who surprisingly was entered not in a car but a motorcycle, and even more surprising was that it was a combination with Tom Ford in the chair. *Fifth Gear* had filmed the Exeter trial in 2008 when two of the presenters entered a VW beetle but this was set to be more of a challenge, particularly as they had chosen a Ural. A Ural is a Russian make based on an old BMW and can have the sidecar wheel driven if required. They are heavy and have a high first

gear, making them rather unsuitable for trials. This showed during the day as despite some undoubted enthusiasm from the *Fifth Gear* pair they were not doing very well and they retired during the afternoon with clutch problems. The feature was on *Fifth Gear* in mid June and if you watched it or viewed it from the website you will have caught a fleeting glimpse of Stan the Anglia.

The days prior to the trial saw heavy rain so the mainly grassy sections were very difficult for all the entry. The day itself started dry so we had hopes of a few decent scores, but it was not to be and a downpour in the early afternoon increased the difficulty. I made a complete mess of the last section, scoring a maximum 12, which put us well down the class and we finished in a further downpour. At least the rain washed most of the mud off the car.

## VSCC at Cadwell Park

I often go to the VSCC race meeting at Cadwell Park near Louth in Lincolnshire as it is packed with interesting old racing vehicles. I mention it here as there is always a Morgan 3-wheeler race on the card which means at least a few Sidevalves. One of the two seen here (photo 5) runs in the Race Class with 100E engine and Willmont conversion, whilst the other runs in the Touring Modified Class with a well tuned 10hp engine.



Photo 5

## FSOC AGM

This year the AGM was hosted by the Bristol and West Group and was followed by a road run through part of the Cotswolds. I decided to take the Pop down on the Saturday morning with a return planned for the same evening after the run. I did cheat a little as the week before the event I fitted a 4.7 ratio axle to make the motorway cruising a little easier. Thus the 190 mile journey down, mainly on motorways, was completed in 4 hours with 2 short stops, with the return journey being marginally shorter. I took a stopwatch to check the real speed of the car against the kilometre markers, as speedos always read high, and generally did a steady 52-53 mph, although I did do a couple of kilometres at 65mph just to see what it was like! Obviously the ability to climb hills was a little impaired but having a tuned engine alleviated this potential problem to a great extent and all the hills on the road run were climbed without needing bottom gear. Thanks to Ivor Bryant and Peter Williams for organising the AGM and a very pleasant road run.

## Merseyside

Joe Wheatley

### Sat 30 – Sun 31 May, Tatton Park Classic Car Show – Club Stand

Jill and I were on holiday so missed this weekend which proved to be a real scorcher! We had the same corner pitch as in 2007, right at the back under the trees which provided much needed shade during the weekend. I believe the team also has a Portaloo just behind our marquee which proved very convenient, but could put one off one's sandwiches if the breeze was in the wrong direction.

The stand was set up on Friday night by our usual team of Bernard Ellicott, Frank Wells and Dave Broad assisted by Mike Brocklehurst and 'new boy' Ian Trimble. From pictures I have seen it was up to their usual standard! I can't comment on the event other than to report on Bernard's attendance register! An excellent turnout with 17 vehicles each day.

**Saturday:** Ian Trimble (Blue 100E Prefect); Peter Tinsley (Black 7W); Bernard Ellicott (Yellow 100E Pop); Brian Winstanley (107E ('BOA')); Dave Broad (Grey 300E van); Dave Rothwell (100E & engine); Frank Wells (Green 100E Pop); Ian Sidebotham (Black 103E); Mike Brocklehurst (Green E493A); Steve McKenna (Black 103E); Arthur Speakman (Falcon Caribbean); Neil Turner (Black 100E Prefect); Tony Ikin (White 100E Pop); Alan Tomlinson (Green E493A); Gordon Rimmer (E83W Pick Up); John Green (Green 100E Prefect); Geoff Hands (E493A).

**Sunday:** Ian Trimble (100E Prefect); Peter Tinsley (Green V8 Pilot); Bernard Ellicott (Yellow 100E Pop); Brian Winstanley (107E ('BOA')); Dave Rothwell (100E & engine); Frank Wells (Green 100E Pop); Ian Sidebotham (Black 103E); Mike Brocklehurst (Green E493A); Steve McKenna (Black 103E); Arthur Speakman (Falcon Caribbean); Nigel Hilling (Blue 103E); Terry Mortiboy (Red Model Y Tourer); Alan Chapman (Off White 103E); Bill Moore (Grey 105E); Jim Norman (Black 107E); Ron Taylor (Green E83W); Steve Rooney (Grey 100E Pop);

### Sun 14 June, North Rode Steam & Vintage Rally – Nr Congleton

This was a nice little show. A dozen or so steam engines, many tractors, motor bikes, commercials and more stationary engines than I have seen at any event! A good mixture of stalls and a perfect day for sitting outside. Deceptive, though – Jill ended up with a touch of sunburn after only one day out in the UK, compared to a gentle tan after two weeks in Cyprus. The only other sidevalver we met was John Green from Stoke, now sadly a widower after his wife Olive passed away early this

year. John is keeping busy attending shows with his Green 100E Prefect and attending camping events with his mobile home. We look forward to seeing him at more steam fairs and at Tatton in August.

### Sat 20 June, FSOC Gathering – Bottle & Glass, Rainford

As per last year Sue, the landlady at the Bottle & Glass, asked us if we would put on a bit of a display for her. This year, suitably encouraged by a buffet lunch, we managed eleven 'regulars' and a few folk from other clubs. A very pleasant afternoon (though it could have been a bit warmer!) which should result in another set of photos to be displayed



in the Pub.

Our attendees were: Steve & Ann McKenna (Black) 103E; Bernard Ellicott (Yellow 100E); Arthur & Angela Speakman (Falcon Caribbean); Dave Rothwell (Red E493A); Brian & Ann Winstanley (Black/Grey 107E); Peter & Sue Tinsley (Green V8 Pilot); Don Fry (MHVC) (MG YA); Ian & Shelia Sidebotham (Black 103E); Frank Wells (Green 100E); Mike Brocklehurst (Green E492A); Bill & Adrienne Moore (Grey 105E); Jill & I (Fawn E493A (Freddy)); Jeff Whiston (MVHC) (Morris 8 Tourer).

### Sun 21 June, Ashton under Lyne static car show with TVCCC

This is the third year we have gone to Ashton with the Tame Valley Vintage and Classic Car Club and as usual they managed to get us all together at one side of the market square. Plenty of 'passing trade' looking at the cars and asking questions. Lots of shops and market stalls on hand (I managed to find a 5/8' to 1/2' adapter for my torque wrench and two gallons of 20/50 oil from Wilkinsons at £6.99 each). Our team today was myself with Freddy (Jill was serving in Church this morning); Bernard & Frank with their 100E Pops; Steve & Ann McKenna (Black 103E); Tony & Deborah Wostenhulme (White 103E); Ian & Shelia Sidebotham (Black 103E); Mike Brocklehurst (Green E493A); Alan Tomlinson (Green E493A); Brian & Ann Winstanley (107E 'BOA').

# Regional News

## Monday 22 June, Sheffield & Hallamshire MC – Hope Valley Car Show

Last year this evening show was one of the best due to a combination of beautiful weather, location, good beer and a wonderful selection of cars. So I had to go again this year, driving Freddy to work in Didsbury in the morning and then setting off round the M60 and over the A57 Snake Pass. Freddy did get a bit hot and bothered by the 15 minute slog in second gear to get to the top of the pass. You could almost hear a sigh of relief as we engaged top and started to trundle down the other side.

I arrived about 17.30 and found Rob Goodland, Brian Cranswick and John Dukenfield already on site and we were joined later on by Nigel Hilling from Huddersfield. The evening was as good as last year, weather fine (we missed the thunder storms just over the hills towards Sheffield!), loads of interesting cars and hoards of people. I would encourage anyone within an hour's drive to sign up for next year. I set off for home at 21.10 and covered the 50+ miles in just over an hour and a half. Not bad for a 57 year old (Freddy, not me, I'm only 56).

## Sat 27 June, Warrington Market Classic Transport show

I had heard via our friends in the North West Casual Classics that t'council was putting on a display of classic cars in and around the pedestrianised areas in the centre of Warrington. The proposed display of 'eco-cars' fell through so could we put on a display



under the old fish market in the middle of the Golden Square shopping precinct? This was the prime spot because of its location and large size and, best of all, it was under the Victorian canopy of the old market. Dry if wet, shady if hot! Only drawback was that we would have to be in place before 09.00 and would not be let out until after 17.00 (dratted Elf N Safety).

I knew it was a big space so put on a three-line-whip to try and get as many cars as possible. Steve McKenna's clutch had gone (I loaned him my spare on the Thursday), Dave Broad was distracted by good weather and other attractions in the Lake District, and Mike Brocklehurst was on holiday, but we still managed a display of 9 cars: myself with Freddy, Arthur & Angela Speakman (Falcon Caribbean); Ian & Shelia Sidebotham (103E); Alan Tomlinson (E493A); Ron Taylor (E83W);

Brian & Ann Winstanley (107E); Bernard Ellicott (100E); Frank Wells (100E); and the longest travelled, Dave Rothwell (100E/107E) (Thanks, Dave!).

By 08.30 we were all assembled and proceeded in convoy to the designated area. We had to wait 10 minutes while 'security' removed bollards to give us access. More frustratingly we had a similar wait at 17.00 before we could get out. I think we would attend again, but would try to negotiate an earlier departure!

A very worthwhile event as our cars generated huge interest from shoppers. Children in particular were fascinated by our display. I had so many finger marks on Freddy I had to give her a polish when I got home!

## Sun 28 June, Kelsall Steam Fair

The forecast was good so Jill joined me again for this do. A very pleasant drive through Warrington and along the old 'A' roads brought us onto the site before 10.00. As usual Frank Wells had been on site for over an hour already and in the next hour or so we were joined by Dave Levay & family (Morris 1800 and Morris 1000, the Squire stayed at home today), Tony Ikin (100E), Bill & Adrienne Moore (105E) and Peter & Sue Tinsley in his 'new' V8 Pilot. We all enjoyed a very sunny day (my little gazebo was very useful) and the usual display of steam engines, tractors, stationary engines, commercials etc.

Bernard Ellicott was to have joined us but had been experiencing some overheating problems. He has finally managed to get his four speed gearbox fitted to his 100E after having all sorts of difficulties with the special bell housing to connect 105E gearbox to 100E engine. He had bought and fitted the engine that Dave Rothwell had running and on display at Tatton Park. Though this ran very sweetly it seemed to dislike retaining its water so Bernard was trying to get this sorted and did not join us.

## Sat 4 & Sun 5 July, St Helens Festival & Car Show

For the second year running I paid my £2, got the passes but didn't make it to the show due to problems with my 'normal' car. (Ford Mondeo with a failed fuel pump).

I believe that Alan Chapman (E493A), Ian & Shelia Sidebotham (103E), Arthur and Angela Speakman (Falcon Caribbean) and Neil Turner (100E) attended on the Saturday but were disappointed by the lack of cars on display. Alan has told me that it was still worth going because of the other events; Sheepdog trials (guilty or innocent?) Civil War re-enactment and three stages with different bands. Looks like it might be worth another look next year? I think they were expecting more cars on the Sunday.

## Sat 4 July, Westhead Carnival

We have attended this show out towards Southport several times previously, though last year it was rained off. This year Bernard Ellicott, Dave Rothwell and Bill Moore attended. A very relaxed do which does not really get going until lunchtime (suits Bill, who has become a bit of a late riser since he retired!).

Bernard had taken his 100E over to Dave Rothwell's to investigate the overheating. Removing the head it was found to be cracked between the waterways, which was the cause of the problem. Dave soon had another head fitted and Bernard proceeded to the Westhead show, not far from Dave's place. However on the way home the car overheated spectacularly just by the Bottle & Glass. Bernard returned to Dave's who lent him a car (107E – BOA – Brian Winstanley had just traded her in against a Standard Vanguard Vignale which Dave had recently acquired) while he had another go at sorting the overheating.

## Sun 5 July, Shaw & Crompton Vehicle Rally (Nr Oldham)

Bernard was expecting to attend this show in BOA, but Dave R was not to be defeated by a 100E! Rising at five he had the head off Bernard's 100E to find that this too was cracked



and also stuffed full of leaves! He took the head off an engine that had previously been in Bernard's car, fitted it and had the car at Bernard's house in Swinton before he had set off for Shaw. There's service for you! The third head seems to have done the trick as Bernard's Pop now seems to be running very well.

Though Frank and Bernard were in place before me, I was about the fourth car to line up in Market Street in Shaw. We were later joined by Tony & Deborah Wostenhulme (103E) and Neil Turner (100E). A better turnout than usual because the date did not clash with the TVVCCC show in Oldham which is now next weekend. Lots of commercials on display and one or two buses as well. We all processed around the town just after 12, returning for judging during lunch. No prizes for FSO members this year, but another very enjoyable day out.

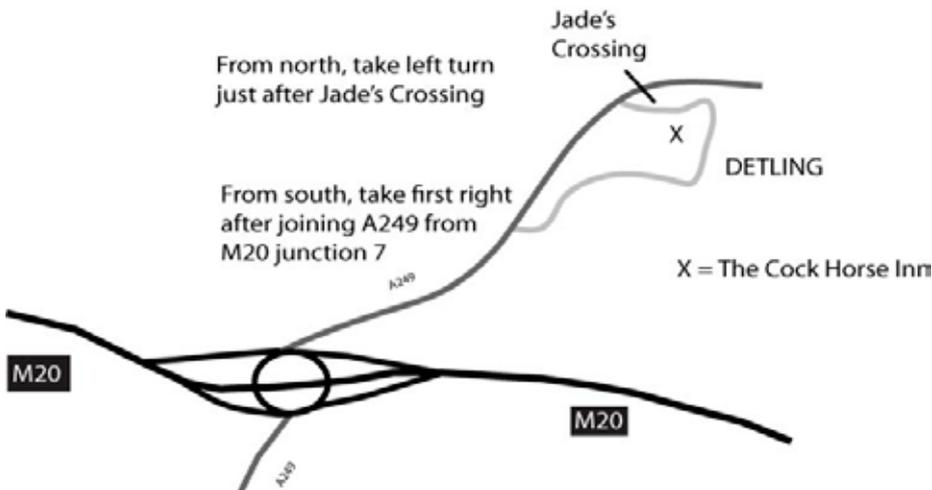
# Regional News

## Kent

Richard and Trish Greenaway

As promised in the last magazine, we are going to hold our first monthly get together on Wednesday 16th September at the Cock Horse Inn, Detling (near Maidstone) at 7:30pm, followed by Wednesday October 21st. Hopefully from then on in we will hold a regular monthly meeting on the third Wednesday of the month – we will confirm this nearer the time. If you are planning to attend could you please let us know a.s.a.p so we can give the Cock Horse a rough idea on numbers, but failing that feel free to turn up on the night. Partners welcome (Trish will be in attendance). Please see diagram for directions.

Don't forget we will be holding a road run on Sunday 20th September (weather permitting), starting at Mote Park. 10:30 departure, heading off south round the Kent countryside, ending up somewhere around the Sevenoaks area: we will stop off for a pub lunch somewhere en-route. Once again, if you are interested, please give us a call.



Moving onto what's been happening in Kent since the last magazine, we are pleased to welcome a couple of new members, one of whom is currently looking for a near showroom condition 103E Pop, and another member who has a 100E Anglia which is currently a non-runner but hopefully in the near future he will be joining us out on the road. On the subject of cars for sale, we have a current member who is looking for an Upright Prefect/Popular in good condition, so if any readers out there know of any such vehicles please give us a call (details on page 2) and we will pass on the details. Although not a new member to the club, we are very pleased to welcome Tony Young, who has recently moved down to Kent from the Surrey area. Hopefully with Tony's past connections with the Surrey group, we may be able to organise a get together with the Surrey group and even get the Sussex group to join us as well. This way we may be able to get a good showing of Sidevalves together as all three counties border each other. This could be

done at either a show or a Sunday pub lunch together.

### 40th Sellindge Steam Special, 23-25 May

Only four Sidevalves in attendance: ourselves in Patrick, Glen & Tina in their 100E Escort, John & Carol in their 103E Pop, and Andrew with his faster than average 100E Prefect, as featured in the February 2009 magazine. Also, although not in a Sidevalve we met up with another member, Bernard, and his wife Pauline in their rather unusual 1974 Wartburg Knight (currently looking for a Sidevalve).

### The 30th Wrotham Steam & Transport Rally, 13th/14th June

Onto the second weekend of June, where for the first time we took in two shows. Firstly we attended the Wrotham show. We were greeted with a dry/breezy day which got better as the day went on. After meeting up with Tony and Alan en route, the three of us entered the showground to find that Bill had organised space for us all to park up together. Within minutes two other Sidevalves joined us so we

ended up getting six Sidevalves parked up together: Bill with his 103E Pop, Alan in his 100E Prefect, Tony & Suzanne in their E93A Prefect, Mike with his E493A Prefect, ourselves in our 100E Prefect, plus a non-member in a 100E Prefect. Also in attendance were Bernard & Pauline in their Wartburg. We understand that a couple of other Sidevalves were in attendance on the Sunday. A very enjoyable show with plenty of stalls and other exhibits to look around: certainly one to put on the calendar for next year.

### 15th Rare Breeds Centre Classic Car Show, 14th June

Moving on to the Sunday, we were welcomed by another dry and hot day. Although not a huge show it is set in the lovely surroundings of the rare breeds centre where there are plenty of different animals to look at: also a rather pleasant woodland walk, with a selection

of good quality autojumble stalls. On the car front we had Glen, Tina and their young grandson, as well as ourselves, and two other ex-members in their 100Es who tell us they will be rejoining the club.

### The Friars Rally and Summer Fayre, 21st June

Once again we woke up to a lovely sunny day, where we attended the Friars Rally at Aylesford Priory organised by the Austin 7 owners club (formerly run at Bewl Water, Lamberhurst). This turned out to be a great day out in more ways than one. Firstly we had our best showing of Sidevalves, eight in total, among several hundred other vehicles. As well as ourselves we had Rod Janes in his 1934 Model Y, just returned from a show in France; John 'I don't do that' Farrer in his converted 300E Thames; Glen & Tina in their 100E Escort; James Grady in his 103E Popular; Gary who came along later in his E83W Fordson Thames removal van; but the Sidevalve of the day belonged to Andy in his recently required Prefect Coupe utility truck. There was also another Upright in attendance but unfortunately we didn't get to have a chat with him, so not sure whether he was a member or not. Also new member John Isaacs came along to say hello: he is currently looking out for an Upright so hopefully he will be out and about with us at future shows. Secondly it was a well-organised event with several autojumble stalls, loads of stalls at the craft fayre for the ladies to look around, and plenty of events for the children. Then to round off the day two of us were presented with awards. Glen received Second in Class and we received Highly Commended, so the two of us both came away very pleased to have collected an award after only a handful of shows. Definitely one to mark on the calendar for next year.

### Road Run

The last event for this issue was the road run we held around the Isle of Sheppey. Four of us met up at the Riverside Country Park near Rainham. Rod, Glen, Tina and ourselves trundled off towards our first destination which was Sheerness, where we stopped off for a ice cream, before heading off round to Laysdowne where we once again stopped and had a wander around amongst the many holiday makers before popping into Merlin's where we all enjoyed a good three course carvery lunch. We then made our way back to the Medway Towns in the brilliant afternoon sunshine.

# Pre-War Register

Yvon Precieux

01475 529267 6-9pm

## Registrar's Comments

It was good to see and meet those members who ventured to the AGM, but with such a glorious summer's day a few more certainly could have attended. After all, if Haakon Oeverland can travel all the way from Norway and I from Scotland, there is no excuse for those of you who at least live in or near the vicinity. The AGM is set in different parts of the country to permit the membership to meet the officials of the club and to have your say. It is your club, so please make the most of it, when the opportunity arises.

Also we still have posts outstanding on the committee with no sign of members coming forward to fill the vacancies, yet there must be someone out there who can spare the time, especially as knowledge today is more readily available with no need to retain mountains of information in one's head. I am obliged to say that I am slightly disappointed as I do know that with retirement there are a number of members well capable and who could spare the time. As with the E83W Register, window stickers are available. Just drop me an SAE and I'll send you a sticker by return.

Finally Keith Shaw (Somerset), a former FSOC member, is selling his 1937 7W tourer. It needs repainting and has Pop seats, otherwise is mechanically and bodily sound. If interested, contact through me.

## Model Y and C

I have always been slightly puzzled by the lack of use within the public arena of the models' official titles, Model Y and Model C, but have not bothered until now to investigate further, due to the now accepted use of this terminology for these early small Fords. Certainly there appears to be no instruction from the Ford Motor company during the very period when these vehicles were built, 1932-37, to use the terms Y, C, Model Y and Model C outside the factory or Ford organisation for any of the official advertising, external reviews, road tests and articles for the public arena.

Looking at the Model Y and the British advertising scene there certainly was more emphasis on the use of 8hp to point out the much lower tax rating with the names Tudor, Fordor and Ford 8 deluxe applications up to 1934, after which the 8hp car was called Popular. The only area in which the letter Y could be positively identified in the public domain was the initial on the front cover of the 8hp driver's packs, but only up to 1934, and even this could still be termed as Ford internal literature. Yet without some form of explanation for the use of the letter Y on these pre-34 documents from Ford, how did the

public then recognise the significance of the letter Y as a model identity?

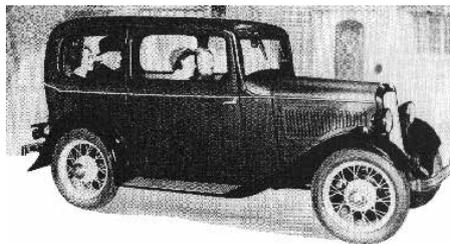


Photo 1

Europe appears to have been in the same situation. Owners similarly identified their cars by the then advertised car name. For import countries the 8hp was called Junior; in Spain, Modelo 8; and in France, 6CV. When Germany, as the second major Ford manufacturing company, started making up the Model Y from kd imports from Dagenham in 1933, the car was called the Koln with the name Junior for the export market.

The use of C is even more intriguing as it was never used outside the Ford Motor company. At this juncture, I can only conclude that both Y and C were vehicle manufacturing references used only and just for the Ford Motor organisation, as today we use it to identify the small Ford 8-10hp models of every description from 1932-1937. The FSOC encompasses a greater sample of the small Ford vehicles so we are not blinkered by the umbrella of just one or two models, and we have much vehicle depth in any research. Certainly the Ford Motor company did require the baby 8hp initially to use the new numerical system of project number, even though it was necessary to review this at production, as was the major review of the whole Ford Model number symbol system in 1938. It is here in Ford's own model identification system, rather than elsewhere, that the answer lies on why the first 8hp Ford utilised the letter Y.

Photo 3



## Ford Prefect E93A

Following up from Andy's article on the 1938 new vehicle coding in the last issue, and continuing from the article above, Ford Dagenham by 1935 had decided to go European with an actual name for one of their products in the small Ford range – the Model Y was named Popular. The Model C was kept with the bland 'Deluxe Ford'. The second was the E93A, promoted as 'Ahead of its class' and given the name Prefect. However, all Prefects are not all the same and the early ones have differences in the handles, bonnet hinges and bulbous headlamps etc. The Prefect also came with just two doors as well as the four door version, with a tourer available, but a casualty of the Second World War was the drophead coupe introduced in February 1939. Few, roughly 9 in number are around today.

This model could have gone further when a prototype, built from the bodywork of a drophead coupe Prefect and designed by Carbodies, was made up with the same semi-elliptic rear suspension and independent front suspension as the new E04A coupe. Alas the one prototype of this Prefect model was broken up after the war and surviving E93A drophead coupes' retain just the standard Ford mechanical settings. (Photos 2 and 3 illustrate the E93A drophead.)

Photo 2



# E83W Register

## Pre-War Register

*Continued*

Very few Prefects were fitted with van bodies although the chassis, front scuttle bonnet and wing were available to buy in this form. One such van identified was the school meals service vehicle run by the Somerset Education Committee. A picture of the van can be seen in Dave Turner's book on Sidevalve Fords on page 78. Another version of the Prefect was the brakenvan. This design had been introduced on the 7W earlier in 1937 and the design fitted equally as well on the chassis of the E93A Prefect. In fact a slightly longer version could sometimes be seen on the Prefect.

The Girling braking system on some of the earlier cars, 7W and E93A, varies from the later Fords at the lever brake shaft assembly (it has no slotted connecting link or lever). What can and does happen over some time is that the outer casing of the handbrake kinks up with similar action on the internal wire. This can snap the cable eventually. I know it's a pain but taking out the flooring plates at intervals of service can at least identify if there is a problem.

Finally it is good to hear that Angela Hume's early E93A is back on the road after major corrosion was found on the engine. Tim Brandon prepared the new engine and Ken, Stan and friend Peter replaced it in the car.

## The Wheels of life

Nothing to do with Sidevalves, but to end the register I thought this was apt, very amusing and probably closer to life! The majority of us are more likely to be at stage 6, though. I do believe Stan Bilous, South East London Area organiser is by now at stage 8 of the feature and just capable of chasing the nurse in front? (cartoon thanks to Paul Shalcross, Forest Hill Car Club)



Yvon Precieux

01475 529267 6-9pm

## Registrar's Comments

I mentioned the lowest numbered E83W in the last issue as well as the numbers in the various categories. The newest vehicle on the FSOC records is CJM 357, a steel pick-up with chassis number 952933 owned by Richard Jones of Cheshire.

The E83W Register, by the way, does have window stickers. All depict the outline of a frontal view E83W. If you require one for your vehicle, drop me a SAE and I'll forward a sticker to you. It's free!

For those of you wanting to buy and sell vehicles in the interim period between magazine issues, I could set up a register where the details and information can be checked and validated to club records. This may be better than waiting for the magazine to clear. I'll see what the response is and before proceeding will clear this with the committee first.

## New members

Nothing to report this time round although four are in the pipeline, so we are still doing well.

## DVLA applications

Two to date, both from non-members who should be members by the time you read this. The first, Bruce Parker, has recently purchased an E83W pick-up. The vehicle is on the register but from the recent photos nothing appears to have been done under the previous owner. Restoration has started on the front wings, valence and rear tub, and with the club's help Bruce, who is the Managing Director of Walsall Gatetame Ltd (iron and steel), may have it on the road by next year.

The second application is from Mike Smith of Wiltshire. The vehicle is a van, more or less complete but requiring full restoration. This vehicle is similarly undergoing restoration work. Photos and details will be given in a further issue.

## The London to Brighton commercial vehicle run

Ken Bare dropped a few notes on the Commercial vehicle run to Brighton. Ken and Angela Hume are both members of the Brooklands Museum which is a good place to visit at any time of the year. Commercial runs take place right across the country but we do get very little correspondence against the number of car rally reports. Maybe with Ken setting the example, others might wish to follow: after all it's good to see and hear about fine examples of E83Ws on a run. I leave you with Ken's report:

"On 3rd May 2009, the Historic Commercial Vehicle Society held its 48th London to Brighton run. About 200 commercial vehicles of all shapes and sizes set off between 7am-9am from Crystal Palace to head for Brighton. Most of them made it! By early afternoon the seafront at Madeira Drive, Brighton was a colourful display of small vans, larger vans and lorries, fire engines, buses and coaches, early military vehicles and a number of specialist vehicles. A wonderful extravaganza of colour, commercial motor history and a major tribute to all of those who have restored and cared for these wonderful vehicles. I have to admit that I was not in a Ford. My role was as a traveller in the Double Deck Bus class entry L164 which was a 1966 Leyland Atlantean PDR1/1 liveried in BOAC colours, as befitted a bus purpose-built and used for ferrying passengers between the Victoria Air terminal and Heathrow. This vehicle is now owned by Brooklands Museum at Weybridge and was being used to promote the museum.

Of more relevance to Sidevalvers were the half dozen or so small Fords who were also participants. Pictures of these were taken at Brighton so clearly they all survived the journey. However, one owner told me of major vapour lock problems caused by heavy queues – both en route and on the approach to Brighton.

For those who like the spectacle of commercial vehicle rallies, with the added bonus of historic Ford entries, I can wholeheartedly recommend this event for future years. The whole area was thronged with large numbers of spectators so clearly this is an event for everyone."

Notes on the vehicles in photos 1-3 have been taken from the official programme. Photo 1 is MUX 901, a 1955 Thames van that was first registered to Shropshire County Council. Photo 2 shows OOW 590, a nicely restored dropside lorry of the same vintage. This vehicle was new to a builder in Totton, then sold to a private individual before passing to a farmer in Botley, Hampshire, where it was used for general light haulage for 10 years. It then remained on the farm, albeit in dry storage for a further 30 years until purchased for restoration. Photo 3, 391 EVX is yet another 1955 registration. When new it was purchased by the Eastern Electricity Board of Brentwood, Essex. The fourth owner, P. Bristow, obtained the vehicle in 1994 and the company livery is shown. I don't have the up to date current list for members but from present records, all appear to have been members in the past.

## Around in Malta – Patrick Russell

My wife and I spent a month-long winter break in Malta in February. Whilst there I met a Maltese man called Joe Bonc (pronounced Bonch!). He and his brothers are fruit and



Photo 1



Photo 2



Photo 3

vegetable farmers, and Joe has a highly decorated Bedford lorry from which he sells his produce. When he found out about my interest in vintage vehicles he picked me up from our hotel and took me to his own home, and his brothers' houses, to show me a very impressive collection of vehicles they have accumulated over the years. Most are elderly Bedfords dating from the 1940s and 1950s, several of which are still in use. Between them they also own some lighter vehicles including an Upright Anglia, a wartime Austin 'Tilly', and two E83Ws – both pick-up types. One is a Maltese vehicle, but the other was purchased in England and shipped back to Malta. It is undergoing some work and still has its English registration number. I thought I would let you know about it, just in case it was originally on the E83W Register.

The family are extremely hard working, very hospitable people. During the tourist season, it is not uncommon for Joe to work on the land in the mornings and then set off in his lorry selling produce until 1 or 2am in the morning! I feel they deserve to treat themselves to some of the lovely collection they have. The family were very proud of their vehicles, and made me and my wife most welcome. I enclose a couple of shots of the 'English' E83W (photos



Photo 4



Photo 5



Photo 6

4 and 5), and also Joe's 'Maltese' E83W (photo 6), which is undergoing work. I have tried to persuade him of the benefits of joining FSOC. I hope he does. He is a really nice chap.

### Michael Scrace and LRK 39

Purchased in May of this year, the history I have for this vehicle (photo 7) is that it was owned by a market gardener in Poplar, London who used it to take produce to Covent Garden. When her second owner from Benfleet, Essex, took her over in the early 1980s he did a restoration job on her then. She was in *Sidevalve News* around 1983, I think attending a Ford of Dagenham parade. Mick Uttridge also told me that he had taken her on the Commercial Vehicle London to Brighton run a few times. He also took her to some 'cart marking' ceremonies in London.

The third owner (from Wales) purchased the vehicle in 2005, four years ago, and did a small amount of work on her. Accordingly the seat was not original and the seat that she came



Photo 7

with wasn't either. In the third owner's own words: 'It caught me just wrong for the bumpy tracks around the farm so I put an old tractor seat in for my convenience. The seat that came with her is in the shed, as is a name board to go on the top of the backboard.'

The engine is a factory recon (1938/9 original batch number) and was put in during its working life, I think. It appears to be unrestored and of course the mileage (around 57,000) is not accurate as to the engine or the chassis and could be anything! The speedo was not working properly when I had her either but that has been professionally repaired. The chassis is sound with no evidence of repair welding or patching. The cab needs some work but is sound enough for daily use and passes the MOT with no problems. The brake linings could do with replacing with less modern material as they need more foot pressure to stop the old girl than is strictly needed! The usual problem with second gear is present, but only on loaded uphill pulls so I haven't stripped that down for repair yet. The vehicle is coloured Black/Green and was first registered on the 1st October 1953.'

### Refuse Vans

Regrettably there does not seem to be an existing version around, unless anyone out there knows of a vehicle lurking in a garage? As a very young lad living in North London prior to the 1960s, I used to see these types of vehicle with the semi-circular lids every week. The guys who used to work with these vehicles had Foreign Legion-type cap and tarpaulin jacket rear protection to stop any detritus from touching their necks and dribbling down their backs, although their jackets showed the excess grime after time. Some of the dustbins they carried (heavy galvanised metal) bore extreme use with major dents and major rust besides the overflowing waste. After tipping in the rubbish, a handle retrieved from underneath the van was used to push the rubbish well to the other side before the next fill. At the depot, discharge was activated by the lever at the bottom passenger side rear. A screw mechanism tilted the rear and opened up the back. The bodies were manufactured by Eagle.

# 100E Register

Robert Goodland

## Rust in pieces!

Recently, some friends of mine who live in Derbyshire, Eleanor and Mick, told me that they had been on a walk in their locality and discovered a 'field of dead Dolomites'. Knowing that I have had a few in my time, they said that they would try to incorporate a visit to this 'graveyard' into a walk at some stage. Like a lot of these things, I figured that this would be something that might never actually happen. However, Mick arranged a walk and we had a quick sneak preview at some of the vehicles. Mick said that he would contact the owners of the vehicles and see if it was okay for us to take a proper look.



When Mick sent me a message to sort out a visit one weekend, I called John Duckenfield, to see if he was interested in looking at some old vehicles. I picked him up on the way in my 107E. John does not like me driving too 'fast', but then, he is used to driving his 103E particularly carefully. When he gets his 100E on the road, he might be a little less cautious – they are not quite as delicate as he thinks!



Although there were several Triumph Dolomites (the 1970s type, not the 1930s type!) there were also some Ford Sidevalves, which was partly the reason for John coming, as I wanted to have a proper look at some of these cars. It has been requested that the location of these vehicles is kept a secret – in truth, there are very few salvageable items left on the vehicles and the level of decay was remarkable. The vehicles are literally returning to the earth from whence they came!

\* i.e. anything over 42mph or when you hear any induction roar from the air intake on the carb. (Just winding you up, John!)

There were several interesting items along the way. There were a few old tractors, at least one of which was a Ford. There were some Triumphs, at least two Mk II 2000s and perhaps four or five Dolomites. A Mk II Escort estate had greenery pushing against the windscreen from inside. There was an A40 Farina, a Morris Oxford, a Marina Coupe, an Austin Cambridge, a Maxi, a Singer Gazelle and a rather rare Maserati van with corrugated side panels. There were many more, too, but the pictures included are predominantly of 100Es: after all, this is *Sidevalve News* and not *Practical Classics*. But do let me know if you want to see any more rot and I will be happy to oblige!

There were at least three 100E saloon cars that I noticed, although I must admit to losing count – there may have been four! The first one that we saw used to be a deluxe Anglia. It was in a very sorry state, with little surviving in front of the bulkhead. There were two Populars, again, with no hope of finding a chassis number – that part had all long since rotted away. The front suspension had popped up through the mountings on one vehicle. We chatted at length to the farmer who owned the place, and basically he told us that when a vehicle had reached a stage where it was beyond economical repair, it would get parked up in the field and left. Virtually every vehicle that he had ever owned was parked up there, in various states of decay. He could remember where nearly every vehicle came from and how much he had paid for it!



When we finally managed to drag ourselves away – he did like to share his experiences at length – we had a little treat in store. An 8hp Fordson van was parked up, rotting, alongside a 300E Thames. Now, I had high hopes for the Thames, as it had been covered over for many years. Unfortunately, the cover had only served to trap moisture and badly damage the bodywork. The windscreen had dropped into the car, and the section between the bulkhead and the screen was virtually non-existent. It looked reasonable beneath the bonnet and John managed to clean up the bulkhead around the suspension top enough to read the chassis number (100E 214343). It corresponds with both the engine number and the engine number plate. The van was originally dark green but had been painted grey, it would seem. Side windows had been cut into the van body. We did not completely uncover the thing

but tried some flash photography to view the inside! It was evidently an early vehicle, due to the long wing badges and the 'kidney bean' shaped dash, but I wonder why it has the cheese grater-style grille, as sported by later Anglias and Populars?



Anyway, I think the Thames was made in about March 1956. WWB was first used in January 1956 and is a Sheffield registration. The owner said it was a good vehicle when he parked it up! The keys were even still in the ignition. Sadly, I do not think either vehicle will ever turn a wheel again. For those interested in details of the 8hp van, HWE75 is another Sheffield registration series, running from January 1946 to October 1963. I did not dare lift the bonnet on the Fordson for fear that it might come off in my hands, so unfortunately I do not have the chassis number. Andy Main may have a better idea about the age of it, although 75 is quite early in a registration series. The van was in a sorry state, with the soft roof hanging in shreds. I hope that the photographs are of some interest and that they do not make you too depressed! Remember that you cannot save them all but just try your best to look after the one (or two, or three) that you actually have.



Enjoy the rest of the summer in your Sidevalve – take it out and make the people smile and wave!





Please keep this list safely as the Spares Lists will possibly not appear in all issues.

**Note that all prices for FSOC regalia and spares include postage and packing for the UK only.**

**Minimum order £10.**

## Regalia List

### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.05
Reprint Parts Manual for 100E and 300E.....	£20.10
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.75
The John Howe Book of Cartoons.....	£5.99
Ford Motor Cars, 1945- 64.....	£8.75
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

### Stickers

Running In Instruction Sticker (Upright).....	£0.92
Running In Instruction Sticker (100E).....	£0.92
Window Sticker-FSOC design.....	£0.85
Silver Jubilee Window Sticker.....	£0.65
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.65
FSOC 40th Anniversary Sticker.....	£0.90

### Magazines

Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.99
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April	

## 100E and 107E Spares List

### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£23.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£8.50
100E-2207-B	Dust cover wheel cylinder.....	£0.95

### Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49).....	£1.75

### Models

Ceramic Cream Model of 103E Popular.....	£5.30
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

### Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.45
FSOC Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25

### Clothing

**Please state size, design, colour and second choice of colour for all items of clothing.**

FSOC black and red quartered rugby shirt embroidered in script SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.75
<i>Racing Green in SM/Med</i>	
<i>Burgundy and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

### T-Shirts

Model designs.....	£9.25
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL; Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£8.50
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i>	

### Other Regalia

DVD of Ford Archive material.....	£5.95
Licence Disc Holder.....	£0.85
Blue FSOC Mug.....	£4.50
FSOC 40th Anniversary Beer Glass.....	£19.95
FSOC 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E-2103	Late hand brake lever.....	£14.00
100E-2119-B	Compensator (hand brake cable).....	£5.20
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50

### Steering and Front Suspension

E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00

**Please note that all our prices include postage and packing! (for UK members only)**

105E-1190	Hub seal 1" .....	£7.00
Y-1202	Hub bearing inner 0.983" .....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member) .....	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *) .....	£27.50
100E-3289/90-B	Pair track rod ends .....	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
100E-3591B	Steering box oil seal (early and late models) .....	£7.25
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063 .....	£25.00

**Rear Axle**

100E-1107	Wheel stud .....	£2.50
100E-1175	Rear hub seal, original material .....	£12.25
100E-1175	Rear hub seal, modern neoprene .....	£7.00
E493A-4050	Retainer (rear axle shaft grease) .....	£7.25
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£30.00
100E-4676	Pinion seal, 100E only.....	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.00
100E-5719	Bush rear spring shackle (set of 4).....	£7.25
100E-5781	Rear spring eye bush.....	£6.50
100E-5781	Pair rear spring eye bushes.....	£11.00
100E-7091	Yoke (propshaft) .....	£12.00
100E-18080-A	Shock absorber.....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00

**Exhaust**

100E 5225/5255	Clamp (silencer outlet pipe) .....	£1.35
	Van silencer-mild steel.....	£20.00

**Engine Parts**

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040") .....	£150.00
100E-6149	Piston ring set (std, +0.020",+0.030", +0.040") .....	£38.00
E93A-6256-A	Cam shaft gear .....	£27.00
E93A-6270	Timing Chain .....	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025" .....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£28.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4) .....	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch .....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set .....	£25.00
E81Z1	Decoke gasket set .....	£25.00
353000ESA	Core Plug .....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50
	Small end bushes (set of 4).....	£23.50

**Clutch and Gearbox**

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit .....	£7.00
E74-7580-A	Release bearing.....	£10.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-6763B	Oil filler tube.....	£15.00
100E-7039	U / J repair kit .....	£9.00
100E-7052	Front oil seal .....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
100E-7111	Counter shaft.....	£10.50
100E-7114B	Gear and bush assembly .....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28
100E-7223	Gearbox lid gasket .....	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *) .....	£30.00
100E-7657	Rear oil seal .....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50
100E-17286	Ring speedo gear retainer .....	£1.00

**Cooling System**

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original).....	£3.50
100E-8260A	Early top radiator hose, 100E only .....	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£6.90
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00

100E-8501	Water pump, 100E only (exchange £10 surcharge *) .....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat .....	£5.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

**Fuel System**

	Fuel pump with spacer (no primer).....	£43.50
	Petrol filler grommet.....	£12.50
100E-9276	Gasket (fuel tank sender).....	£1.00
100E-9288	Flexible fuel pipe .....	£14.50
100E-9437	Hot spot gasket .....	£1.95
100E-9627-A	Rubber (air cleaner).....	£7.25
100E-9959	Gasket carburettor float chamber .....	£1.45

**Ignition System**

	Emergency Breakdown Kit (round type distributor only).....	£45.50
	Set 100E ignition leads.....	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5) .....	£3.00
	Distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
	Distributor cap (D type).....	£25.00
	Distributor cap (round type) .....	£14.75
	Contact set (D type distributor only).....	£6.50
	Contact set (round type distributor only) .....	£6.60
	Rotor arm .....	£3.25
	Condenser (D type distributor only).....	£6.50
	Condenser (round type distributor only) .....	£6.50
	Spark plug .....	£3.00

**Electrical**

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *) .....	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *) .....	£43.00
E93A-10043	Brushes (EOTA Dynamo).....	£3.20
105E-10043	Brush set .....	£3.20
E274-CQ-1	Pinion (starter motor drive) .....	£11.00
100E-10505-B	Voltage regulator (push on terminals) .....	£28.00
E0A-10505-D	Voltage regulator (screw terminals).....	£28.00
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red .....	£14.95
E0A-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E-134641-C	Pair of rear red tail light lamp lenses .....	£26.50
50563-S		

**Badges**

100E-16185 / 9	Triangular wing motif.....	£15.25
E6AJ-1	Prefect boot script.....	£15.25
100E-16606	Prefect bonnet .....	£15.25
E5AJ-1	Anglia boot script .....	£15.25
100E-16606	Anglia bonnet .....	£15.25
100E-16606-G	Popular bonnet .....	£15.25
100E -7042514	Popular boot script.....	£15.25
100E-16850	Bonnet 'V' motif.....	£35.50
	Deluxe boot script.....	£15.25

**Miscellaneous**

E40GB1	Gear lever gaiter .....	£25.50
100E-17262	Speedo cable .....	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only .....	£29.95
100E-7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£3.95
100E-7303110	Front screen rubber .....	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle .....	£8.95

**107E Specific Items**

105E 42A8B	Rear hub oil seal, 107E only .....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
E258-GD1	Clutch slave cylinder, 107E only.....	£25.00
E72-Z1	Clutch slave cylinder kit, 107E only .....	£4.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
	Top radiator hose, 107E only.....	£6.95
	Bottom radiator hose, 107E only.....	£12.50
	Water pump, 107E only .....	£40.00
	Fan belt, 107E only.....	£3.00
	Manifold gasket, 107E only.....	£2.00
	Float chamber gasket .....	£2.00
	Distributor cap (round type) .....	£14.75
	Contact set (round type distributor only) .....	£6.50
	Condenser (round type distributor only) .....	£6.50
	Brush set .....	£3.20

**Please note that all our prices include postage and packing! (for UK members only)**

105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

## Spares List for 8 & 10hp Type Models

### Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly .....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge) .....	£49.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
7W-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035	Spring (brake retracting) E83W only .....	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only .....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.75
	Brake pedal return spring .....	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W) .....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
E83W-2853B	Hand Brake Cable Clevis Pin.....	£2.00
119276-ES2	Hand Brake Cable (fits E83W).....	£27.20
	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.06

### Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C).....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£53.50
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm (steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.30
YE-3616B	Horn Button and Nut (Y model).....	£5.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.60
E493A 4050	Retainer (rear axle shaft grease).....	£7.25
Y-4217	Bolt (diff gear case).....	£3.25
18-4217	Bolt (diff gear case).....	£4.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
	Shock absorber (specify which one required) .....	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00
	Front wheel bearings (per axle set), specify model.....	£110.00
	Suspension Buffer (fits all models except Model Y) .....	£15.95

### Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system.....	£105.00
	E83W stainless steel exhaust system.....	£99.50

E93A-5230/Prefect and 7W stainless steel exhaust system .....	£150.00	
E04A-5255-B	Clamp (inlet pipe to manifold) .....	£15.00

### Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670 }	Oil Filter Unions (pair) (fits all engines).....	£12.95
E98T-18672 }	Oil filter.....	£35.00
Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount) .....	£8.75
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain .....	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards .....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.95
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£19.50
Y-6520	Valve Cover (fits all engines) .....	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) .....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040").....	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket .....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only).....	£70.00
	<b>Clutch and Gearbox Parts</b>	
Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only).....	£30.75
	Gearbox Mount Upper (not Model Y or Model C models) .....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.99
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring) .....	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
	Rear Bearing Retainer.....	£19.50
	Gearbox rear gasket .....	£4.50
	Universal Joint .....	£30.00
	Counter Gear (10hp).....	£46.95
	Washer (Counter shaft gear thrust).....	£6.28
	Reverse Gear.....	£29.95
	Selector Housing.....	£19.05
	Gearbox lid gasket .....	£4.50
	Clutch return spring .....	£5.30
	Clutch linkage clevis pin .....	£2.10
	Clutch Plate-All models, except E83W (exchange and send with order).....	£25.00
	Clutch Release Bearing Hub-All models .....	£19.50
	Clutch Cover-All models, except E83W (exchange - send with order) .....	£62.00

**Please note that all our prices include postage and packing! (for UK members only)**

E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£66.00
E74-7580A	Clutch release bearing-All models .....	£10.50
E70-7600-A	Clutch Pilot Bearing .....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter.....	£19.95
Y-5102	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

Water Pump Repair Kit.....	£32.00	
E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....	£4.95
Y-8109	Radiator cap (brass screw type).....	£6.95
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.65
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.50
	Radiator Hose (moulded-bottom).....	£10.70
	Radiator Hose (moulded-top, state type of radiator cap and model).....	£11.60
YE-8606B	Fan Blade (11").....	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.) .....	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.) .....	£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump) .....	£6.75
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£6.85

**Fuel System**

Fuel Pump with spacer (no primer).....	£42.90	
Fuel Pump repair kit .....	£27.45	
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet .....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W) .....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp) .....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.10
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order) .....	£80.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models) .....	£4.50
YE-9660	Connector (Starter Valve) Assembly).....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

**Ignition System**

Emergency breakdown kit .....	£45.00	
Set E93A ignition leads .....	£14.95	
E83W 12024A	6V Ignition Coil (All models-not original) .....	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE-12135B	Oiler (screw-in type) All models 1935-1955.....	£1.65
YE-12185B	Toggle (All models 1935 onwards).....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light .....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£6.60
YE-12200C	Rotor (All models 1935 onwards) .....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy .....	£1.28
YE-12300B	Condenser (All models 1935 onwards).....	£8.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00

**Electrical System**

Dynamo-2 brush, early type (exchange-send with order) .....	£87.50	
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) .....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order) .....	£87.50
E93A-10043	Kit (2 brush dynamo brush).....	£4.50
EY-10043	Kit (3 brush dynamo brush).....	£4.50
YE-10094	Bearing (generator drive end) assembly.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only) .....	£24.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00
EY-11057	Starter motor brush set, 8hp 2 brush.....	£4.75
E93A-11057	Starter motor brush set, 10hp 4 brush.....	£9.50
7W-11359	Spring (starter pinion retaining) .....	£0.82
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) .....	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) .....	£4.99
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder)	

YE-13081	(E493A Prefect only) .....	£4.00
CE-13101	Spring (front sidelight socket 1934 onwards except E493A).....	£0.62
E93A-13130	Spring (headlamp focusing).....	£0.70
	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside .....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair) .....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
	E493A refurbished number plate lamp .....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.95
40E-13466	Panel bulb 6V 3W.....	£1.70
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.60
E83W-13550B	Popular no. plate lamp (E83W and 103E only) .....	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£8.99
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

**Rubber Grommets and Seals**

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards) ....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.50
	E83W Bonnet Corner Pads (Pair).....	£10.95
	E83W Bonnet Corner Pads (Full set).....	£15.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating), E493A.....	£3.50
	Grommet-gearbox cover.....	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) .....	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair) .....	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.99
E83W-111172	Opening windscreen rubber for E83W .....	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet) .....	£0.62
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal .....	£3.95
62E-731942	E83W Door Rubber seal (enough for both doors) .....	£15.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van .....	£15.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£14.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.75
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

**Miscellaneous Body Fittings**

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W) .....	£12.60
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.80
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.75
E83W-8215-A	E83W Grille Badge Mount .....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-16750B	Bonnet Clip (Y model) .....	£19.85
103E-17261 / 2-B	Speedo Cable (state model).....	£19.85
C46412AR	Dovetail (female).....	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.60
E493A-7022400	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£29.95
E493A-7022401	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500	Locking Boot Handle, chrome plated, with keys .....	£12.25
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle .....	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)....	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936).....	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia) .....	£14.75
	E83W wing mirror .....	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only) .....	£26.60



### Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

### Pre-war for Sale

1938, Ford Ten, 7W, LHD, four door. Fully restored to bits and bolts in 1997 and later perfectly maintained in Norway. Original spare engine and box can follow as well. Tel 0047 90042980 or email [jonsti@online.no](mailto:jonsti@online.no). Jon Stigersand, Kristiansand, Norway

### Post-war Upright

1958 Ford Popular 103E. 'Harold' and I have decided to part after 36 years, so with an MoT until the end of April 2010 with 61,000 miles and in good condition, Harold is up for grabs at around £1800. Stockport. Tel: Peter on 0161 456 2597 or email [struggles@btinternet.com](mailto:struggles@btinternet.com).

1953 E494A Anglia. Owned since 1970. Fitted with sound Ford reconditioned engine which I bought in 1961 and was originally fitted to my previous 1939 Ford 8. In running order but needs tidying up for MoT. Ideal restoration project with original reg. number. £1875. North West. Tel: Geoff on 01204 696065.

1956 103E Popular. Black and in original condition. Stored in garage since 1982 when it last ran. Bonnet and wings removed ready to start restoration. Project comes with various spares including Prefect engine, bonnet and grille. Very reluctant sale and I'm looking for a good home. £1500 ono. Barnet. Tel: Steven on 01462 673513 or email [steve.scott2@sky.com](mailto:steve.scott2@sky.com). (Non-member)

1951 E493A Prefect Shell for sale. Rolling chassis and shell. £400. Hereford. Tel: Derek on 01568 708135.

1958 103E Popular. Newark Grey with red interior. Fully restored inside and out. Paintwork and interior in excellent condition. Stainless exhaust. MoT March 2010. Some spares included. £2700. Cambs. Tel: Simon on 01440 783102.

Siva known as 'Poppy' based on a 1952 Anglia and has 7 months MOT. Present owner has had the car for 20 years, but no longer uses it. Poppy lives in Combe Martin, N.Devon and can be contacted on 01271 883792. Offers in the region of £3500 and Fred Lacey would be more than happy.

1959 100E Popular. Grey and in good condition. Unfinished project. No interior, i.e. door panels and headlining. Plenty of spares. £900 ono. Nottingham. Tel: Paul on 0115 9661403 or email [p.watkinson1@sky.com](mailto:p.watkinson1@sky.com). (Non-member)

1958 100E for restoration. Complete car but in need of body repair. V5C logbook etc. included. £400. Hereford. Tel: Derek on 01568 708135.

### Wanted

Club magazines. Club member wishes to purchase a full set of the Club's magazine from the start of the club to date. North West. Tel: Steve McKenna on 07885 433496 or 01204 884074 or email [steve.mckenna@rocketmail.com](mailto:steve.mckenna@rocketmail.com).

Bonnet for Model Y. I'm in need of good bonnet sides for a long rad Model Y. I will buy or swap for the short grille ones that I have. Fife, Scotland. Tel: Derek on 01592 721716 or email [cdsrqd@aol.com](mailto:cdsrqd@aol.com). (Non-member)

Ford Pop van. Leicestershire. Tel: Kevin on 07860 462246 or email [kgreejoinery@tiscali.co.uk](mailto:kgreejoinery@tiscali.co.uk). (Non-member)

E83W Van – complete vehicle wanted. Prefer MoTd and taxed example but will consider anything. Preferably Bristol, Somerset, Gloucester or Wiltshire area and sensibly priced! South Gloucs. Tel: Mr Payne on 01454 774717.

'D' indicators. Enfo 'D' shaped signal indicators wanted for 103E Popular. Sound rubber mounting rubbers essential. Kent. Tel: Mr Watts on 01959 573757.

E493A clutch release rod. 1949 E493A Prefect clutch release rod and clevis. Part 7521. Gosport. Tel: Colin on 023 92 524906 or email [c.shep4zet4@ntlworld.com](mailto:c.shep4zet4@ntlworld.com).

103E window rubbers. Complete set of window rubbers wanted for 1956 Popular 103E. East Midlands. Tel: Kevin on 01623 652058.

100E/107E front panel (not valance). The panel the bonnet bolts to must be straight. Also wanted: nearside inner wing section (the piece the wing bolts to). East Anglia. Tel: Chris on 01603 663373 or email [a.tucker@uea.ac.uk](mailto:a.tucker@uea.ac.uk).

107E Prefect gearbox or propshaft. Any condition considered. Also any parts to fit a four-speed 107E gearbox to the sidevalve engine. Hertfordshire. Tel: Martin on 020 8950 7930 or email [m.farley23@ntlworld.com](mailto:m.farley23@ntlworld.com). (Non-member)

Ford Popular 103E. Any condition. Spares wanted too. I'm also looking for parts for my Ford Model Y including front and rear bumpers. Cash waiting. Northants. Tel: Jonathan on 07961 757094 or email [c.lucas646@btinternet.com](mailto:c.lucas646@btinternet.com). (Non-member)

1950s 103E Popular. I would like to buy a mint condition car. I would consider other Upright models and I am an FSOC member. No dealers please.

### Spares for sale

Various spares for sale: a. Ford Model C steering box, column and steering wheel, complete, £25. b. Period petrol cap, believed from E83W. c. Original Prefect front grill badge. d. E493A rear hub puller. e. Valve guide remover. f. Four E93A conrods. Unused since re-white metalling (3 finished to standard size, other to -0.040'). Many more smaller items: dynamos, starter motors, instruments, etc. Tel: Barry on 01823 673021 in Taunton.

Upright trim (etc.) for sale: Upright 1959 103E rear seats, all panels good but they need new wood £60 each; colours: brown, red, pink. Also hub caps, shock absorbers, number plate lights, wheels, tyres, etc. Cambs. Tel: Mr Capps on 01945 464892.

Body panels for sale. All items unused, ex-Ford dealer old stock (stored for 35 years) – all in primer or unpainted: a. E493A rear O/S & N/S mudguards and bootlid. b. E83W complete bonnet, both front mudguards, radiator grille and front spring steel bumper. c. 7V Truck O/S front mudguard. d. Prewar Prefect(?) front mudguard and engine splashers combined. e. 7YF 8hp Van pair of cab doors (N/S drilled for spare wheel). f. E04C Anglia engine splashers mudguard inner front O/S. g. Prewar 7WE pair of front mudguards with running board drillings. h. 8/10 hp van both rear inner mudguards. Tel: Mr Pollitt on 01204 696065 in Bolton, Lancs.

Various engine parts for sale. 8/10 hp reconditioned petrol pump £25. 8/10 hp reconditioned carburettor £75. 8 hp engine rebuild. 10 hp double water outlet engine (reconditioned). Suffolk. Tel: T. Brandon on 01449 711837.

Fuel pump heatshield kits for sale. See article by David Manterfield in April edition of Sidevalve News. £13.50 plus £2.50 p&p. To obtain kit, send cheque made out to D. Manterfield and send to 34 Standon Drive, Sheffield S9 1PL. Tel: David Manterfield on 0114 2490255 or Email [d.manterfield@btinternet.com](mailto:d.manterfield@btinternet.com)

### Miscellaneous Sidevalve items

Pitman's *The Ford Eight Handbook* for sale, or any/best offer. By Staton Abbey, 6th edition 1959, includes Anglia models to 1953, 100+ pages A5 booklet. Dirty cover but inside is good. Can post. Sussex. Tel: Mark on 07801 295767 or email [mark.panton@headsetservices.com](mailto:mark.panton@headsetservices.com). (Non-member)

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Remember that these adverts also appear on the club website: [www.fsoc.co.uk](http://www.fsoc.co.uk)

# 107E Register

Robert Goodland

Many thanks to Natalie Carroll and her father, Mike, for this month's 107E article. I hope that when you read this, you are filled with inspiration and the will to get the welding set out and get stuck into one of those projects! I think that this just goes to show what is actually possible.

All the 107Es that I have been involved with have been quite badly rotten. 677LHY was a Panama Yellow example from 1961. My dad bought it in 1971 and kept it until 1989, when it was so badly corroded in the sills, suspension tops and rear arches that he decided it had to go. As an eleven year old, it was quite traumatic helping to cut the poor old girl up in the garage, but the parts are still coming in handy today. In those days we only had an arc welder and the luxury of an angle grinder was far too expensive!

SSK293 is my dad's current 107E, in blue. I had to replace one of the sills and some of the floor, and cut out all the newspaper and filler a few years ago. My 107E, 488XMM, has also had a considerable amount of welding done – probably the entire bottom 5" of steel all around the car, plus box sections underneath. I am nearly happy with it now! Anyway, I am really glad that another of these rare little cars has been rescued, and I hope you will enjoy reading about Alfie ...

## Alfie's story

As soon as I had turned 16 years old last December my dad kept on at me to decide what car I would want as my first in the following year. Having always been a car-orientated family he was very keen to see what I would like, and so I began searching around the internet and through various magazines to see what caught my eye. Nothing that I saw really caught my interest until my dad came across a 107E advertised on eBay that was in the town next to us, which made it a prime opportunity to go and have a look at.

When we arrived at the guy's house, he opened the garage door and I instantly knew that this was the car for me! It was maroon in colour and in full working order, having covered only 42,000 miles; it was in great condition and just what I wanted. We had a good look round it and went for a test drive. We agreed with the owner that we would have a good bid on eBay for it and I was relatively hopeful. Unfortunately we lost the bid; I hasten to add for over £3000, to someone that wanted to turn it into a race car for Goodwood.

Needless to say I was heartbroken but I was determined to find myself a 107E. Then one afternoon my dad noticed an ad on eBay, again, for a 100E bumper, and he realised it had been put on what looked like the bonnet of a 107E to take the photo (he's got keen eyes like

that, you see). He contacted the advertiser and it turned out to be Howard at Collector's Car Parts in Sipson. He had just got in a very sad looking 107E for spares only, because of the condition, and he was about to start breaking it up for parts. Of course, we went over that evening! Although it was in a very bad state my dad saw that it had the potential to be a great little car (Howard thought we were mad) but we bought it on the spot for £200 complete with a seized engine and not having been on the road for roughly 10 years.

Now that it was ours we could take the time to do it up into the beauty it evidently used to be. Before any work could begin, however, my dad had to brace the body every 12 inches from floor to sills to stop it from bending when it was jacked up for further work. Once this was done, he freed off the seized engine using penetrating oils and after about 5 days of soaking, and rocking it back and forth, it finally moved! With an oil change, quick rebuild of the carb (which was full of water, as was the petrol tank), fresh plugs and points it came to life and so we were ready to start the monstrous welding job.

This consisted of completely rebuilding the floors, inner and outer sills and the chassis members on both sides. The only panels we bought were the sills – all the rest was fabricated by hand by my dad with a hammer and a wood block. All in all this took roughly five months. Paint was localised as we don't have the funds to completely re-spray it yet.

Finally my dad set to work on the hydraulic systems, completely rebuilding them too. At long last we could go for a drive! Soon after this it passed the MOT and we've been using it ever since. There will always be bits we can do to it but it won't stop being fun to drive round in.

Whilst sorting out all the junk in the trunk we came across an old tax disc and discovered that the original registration number was PDY 42 (it now being GFO 132). We think it lost its original number around June 1997 and used to be around Hastings, East Sussex. It was re-registered at Brighton VRO according to a tax disc we found to prove this. Now, after having spoken to Robert he has confirmed that this is a likely story. You can see from the pictures how bad it really was and how different it is now!

It was never intended to be a trailer-queen, just a good runner for me to go to college in once I hopefully pass my test. It would have been scrap if we hadn't taken it anyway; we even drove it back to see Howard, who was subsequently speechless. It's a wonderful feeling driving around town to have people stare and give you the thumbs up, obviously remarkably jealous! I have subsequently named him Alfie, for his overwhelming charm.

– Natalie



# Specials Register

Rob Daniels

Welcome to three new members this month. Mark Farley owns this space frame Special that is in need of some TLC. Oliver Bettison owns a Dellow Mk1 and Robert Jenson owns a Falcon Mk2.



I'll start this month by writing about a car that has been known of within Specials circles for many years. Viewers of a certain internet auction site may have noticed the Dante Gabriella being advertised in the last week of June this year. It was being sold by its designer, Robin Read, who had decided that he wouldn't have time to finish its restoration and had come to realise that it was time for someone else to be custodian of this historic Special.

Robin's first Dante speed equipment advert initially offered cylinder heads and finned sumps for the Austin Seven cast by Dan Taylor at the Horesten Foundry in Derbyshire. They were soon offering a wide range of products including inlet manifolds, valve chest cover and a four branch exhaust manifold. Then in late 1957, with the help of Jim Shaw amongst others, Dante introduced the aluminium Clubman body for the Austin, followed in 1958 by the cycle winged Sprint. By 1958 a full range of tuning equipment was also available for the Ford Ten and 'one off' bodies would be made to special order. It was also in 1958 that Robin had the idea for a Ford Ten-powered GT, and so the entire car was made in two weeks



working every day and night.

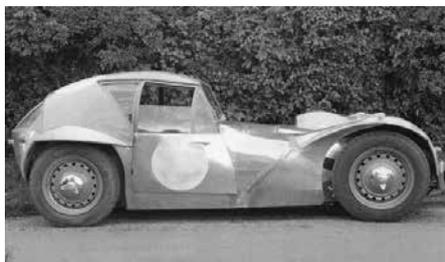
The then revolutionary Birdcage space frame was constructed from 0.625" electrical conduit, with Robin indicating where the structural tubes would go and Dave Abbott and Bill Williams welding them into position. Most of the aluminium panelling was single curvature with a small amount of panel beating necessary around the passenger compartment.



The car was fitted with an E93A engine with twin Zeniths, larger inlet valves, enlarged sump and a Dante head. The ubiquitous Buckler close ratio gears were used in the standard gearbox and presumably a 4.4-1 diff was used to complement the LMB wheels that are so sought after for a Special today. Front suspension was by equal length wishbones with coil overs all round. Braking was all hydraulic. The car was used on the road and in competitions throughout 1958.

By May 1959 Dante had gone into liquidation and Robin joined Lotus as sales manager for a couple of years. The Gabriella was sold to a new owner in Germany who we hope will finally get this historic car back on the track and on the road.

Thanks to Robin for the use of the photos.



## Nickri Spyder Update

Gary Janes has been in touch regarding his Nickri Spyder, a picture of which was published in the February edition of this magazine.

"My Nickri shell now sits on the Herald Chassis, same wheelbase and marginally wider track, so that works quite well! I have modified it a bit - I wanted a 550 Spyder meets mid-50's Ferrari, Aston etc. look to the car. Nickri never really dealt with the headlight issue, so I am changing my moulding to accept lights etc.

The picture shows the mocked up body ready to be glassfibred from underneath to create the new shapes I want. I'm blanking off old damage as well as creating a scoop for the bonnet that's necessary to clear the Herald thermostat housing. The single pot sticking through the bonnet will get a blister over it as well.

I am thinking about moulding the finished article and offering basic shells for sale: they could go on a Herald, Pop or custom chassis, whatever! Because of that, I'm

using easily available VW Beetle pre-67 Headlights, Imp rear lights and a Porsche



Spyder screen."

Personally I can never get my head around why people use the Herald chassis over a Pop chassis. The Pop chassis is far less prone to rot and you can tune it and the engine to handle and go as quick as the Herald with a bit of knowledge, skill and money. The only advantage the Herald has over the Pop is the R&P steering.

The wheelbases are not the same: the Herald is longer. Your wheels will not sit in the centre of the arch unless you modify them. Also the Nickri was designed for 17" wheels, so your 13" ones won't look right at all. I think you can get 14" Montego ones that will help.

Nickri did modify the shell to take conventional 7" headlights on the next model - take a look at my website - but I think you have done a good job and to use the VW lights keeps it period. I have these on my Rochdale GT.

I like the headrest fairing. Are these commercially available or did you make it yourself? I think if you sort out the wheels, you will have a very nice car.

"Thanks for the comments ... you are right, the Herald is a tad longer, the front arches are being modified to suit. I opted against the Pop chassis for a few reasons, primarily to get the car lower and more interior room.

I am using some 15" wheels with a combination of drilling and adaptors. Early Beetle to keep them narrow.

The head fairing is a Banham Spyder one I kept back from a previous project."

## Irish Racing Green

Thanks to Sam Roberts for putting me in touch with Michael O'Carroll and sending photos of



his Special to me. Michael wrote me these few words about his car.

"The car is now nearing a full restoration in Northern Ireland. Archie Alderdice is the main man. Apparently the chassis is a 1938 model. The engine is not the original sidevalve unit. It's an E93A, I think, with twin SU carbs. It was rebuilt by Leslie Girvan and his team in Newry. Full details



not yet available. It has a few aluminium 'go faster' bits fitted.

The car originally was built in Cork from (mostly) Ford parts. The Ford Transit Garage was a privately owned sales outlet for Ford and it was there that the car was built. This car apparently won one of the Cork 20 rallies, a competition which is still held every year. The original colour was Irish Racing Green, but when I bought it over 30 years ago the car was red. She is now back to the original green colour, with grey leather upholstery."

## Buroche

Simon Ambrose of the Buckler Register sent me these photos of a very nice Special for identification. It looks to me very much like a Buroche, but cannot be too sure without seeing the rest of the chassis. If it were it would make



it a very rare car indeed. Can anyone else shed any light on this car?

## Edwardian Sidevalve

Stuart Cowan of Croydon sent me photos of this very interesting car for identification. Stuart, I'm sorry but I can't help you with this. It's a very old chassis and out of my territory. We think it's probably a 1920s chassis that has had the later engine put into it and probably been rebodied at the same time. Can I suggest that you contact Mike Worthington-Williams at the *Automobilist* magazine, as he is the fountain of all knowledge with these veteran and vintage models.

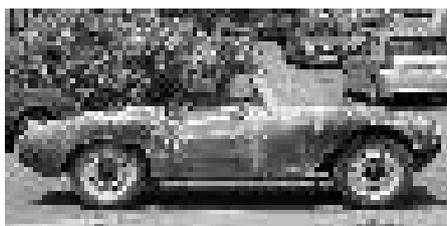


## Markham Peasey

Wayne writes:

"Just brought FXR 72 in Cardiff. I will be starting tomorrow to try and claim the old Reg and the new V5c so my sons and I can put another old classic back on the road. We will be getting the v55/5, V765/1, V100, V62, V765 and filling them out.

I normally ask a mate of mine in Glasgow, Alistair Cunningham of the pre-67 Ford Owners Club to confirm the vehicles, but because this is a Special I was hoping for some help if I needed it from you?"



Wayne, thanks for the email. Unless you have done it before successfully, don't try to regain your number without going through the owners club. Let me know if you need any help. I hope you can bring it to the Historic Specials Day on 9th August at the Cotswold Wildlife Park, Burford, Oxon.

"I've managed to find out with my books that it was a 1939 Ford Prefect. The engine number that someone has scribed to the block is impossible to me. E93A, 10hp, and the number is RC/538628 PC. Should it be some thing like C6015?"



RC/538628 PC is from early 1950, but the R in front of the C means reconditioned, so would have been fitted to the car at a date later than 1939 or 1950. The chassis number will give you the correct number for dating. We have seen the letters PC before, but do not know what they mean, sorry. Sounds like you have a long wheelbase version and would imagine this to be even more rare.

"The old girl came alive after some head scratching. I found out the key ignition is knackered after a quick bypass remembering positive ground. Today I got the sander out. As you say the RC on the engine would sound about right. She is definitely a 39 Prefect, registered in London in May 1939. I have 1 headlight that came with the car. It looks like a 60s Ford Anglia 5 1/4 sealed beam. I may be wrong: do you have any idea if it is or not? It has a back dish the same as the old Mini.

Also, could you please send me a Sidevalve owners club membership form?"



Thanks for the photos. Its a very nice shape, isn't it? You can download a membership form from [fsoc.co.uk](http://fsoc.co.uk).

I'm glad you have got her running – it's half the battle. I think you may be right about the headlamp. The photos I have of Markham Peaseys all show small headlights.

Keep the article and emails coming in and I hope to have seen a lot of you at the Historic Specials Day, a report of which will appear in the next issue.

# Anglia, Prefect & Pop Register

Andy Main

## Buyers beware

Consider before you buy a vehicle that the seller says they have the old log book but cannot find it at the moment. I am aware of this happening and after purchase the seller is still unable to find the said log book! Did they ever have the log book?

Though it carries registration plates, they will not be valid unless an original log book is available to prove registration/chassis number are for the claimed vehicle.

## Doncaster's role in the production of the Ford Popular

Prior to 1940 Briggs Motor Bodies company had three plants producing car bodies for the Ford, Riley and Standard companies. Unfortunately all three plants became the targets of enemy raids. For this reason Briggs had to find a factory away from the area. This was found in 1940 when the Ministry of Aircraft Production selected the L.N.E.R. Wagon Works in Doncaster at Carr Hill, Balby.

After the war, once again Briggs turned to producing car bodies. In 1953 the Ford Motor Company bought the controlling shares of Briggs. By 1954 the plant was employing over 1,000 workers, 200 of which were women and girls.

Production at the factory was a typical Ford streamline set-up, with four thousand feet of non-stop conveyor tracks carrying bodies of Populars and Anglias, as well as Leyland's bodies and the latest addition, around September 1954, the Austin 5cwt van. Each finished body was a completely assembled unit, only awaiting the engine, gearbox, transmission, suspension and wheels.

The order of production was – the small parts were adjusted by the 'Framing Buck', the 'Master Jig' synchronised the body and this was followed by the welding, spraying, upholstery, wiring etc.

The conveyor truck would only leave the track once, which was when it was lifted for the underbody to be sprayed. For the drying of treated and painted surfaces it was gas that powered the heaters in preference to coal, as it was a great deal cleaner. Great emphasis was given to quality control; the final inspection not only relied on the keen eye of the operative but was also backed up by laboratory testing. They took every step to ensure no faulty bodies would leave the factory; even materials bought in from outside firms would be tested before and after use.

To ensure an efficient working system all parts were set out in rows beside the conveyors, which apparently only stopped twice per day for ten minute intervals (tea

breaks). At this time the management were already preparing for expansion in the near future. Part of the factory was cleared to make way for extra conveyors, in addition to the factory production area of 225,000 sq ft already in use.

In production they were using:

- 200,000 cubic feet of gas
- 400,000 gallons of water
- 4,000,000 cubic feet of compressed air
- 70,000 units of electricity

The assembled body units referred to as 'knock Down Form' were packed away in special containers for export. Other countries heavily taxed the import of complete vehicles, so Ford worked around this by final assembly abroad.

In August 1955 it was announced that production of the Ford Popular cars would be completely switched to Doncaster, where it was planned to produce 140 cars per day. It was the most ambitious expansion scheme in the country, spending a further £6 million in addition to £180,000 already spent on the conversion.

1956, and the Popular is still cheaper than any other car at a cost of £413, £127 less than its rivals. Unfortunately on March 12th the Briggs workforce were to go on a four day week. Probably demand was falling so in April the management announced that workforce and production would have to be reduced, the cars from 144 to 120 per day.

In order to lift the situation from decline it was on April 26th that Ford declared a 'National Popular Week' sales drive. Again demand for the 'World's Lowest Priced Car' was to increase, the car that proved very successful with business, fleet users and public alike. The sales drive proved a success, bringing the factory workers back to five days and the plant back to full production. It also enabled them to clear the stocks built up over the winter months. By July Briggs were again prospering – a spokesman stated that over 560 vehicles per week were leaving the factory due to public demand.

Unfortunately such prosperity was not to last, because due to the Suez crisis a fuel shortage was to develop at the end of 1956. Inevitably this led to petrol rationing which in turn put pressure on the motor industry. Dagenham released a statement that a decision had been taken to cut the workforce by four hundred, and that the remainder would go on a four day week.

However the future showed good prospects when in May 1957 petrol was coming off rationing, which was good news for the industry, and Ford went back to a five day week, soon reaching the pre-Suez production level.

Doncaster now totally assembled 3 Ford models – the Squire and Escort and the ever popular Popular! Demand still increased and more employees were taken on, which again bought the workforce level back to thirteen hundred. The *Doncaster Chronicle* of September 1957 stated that it was understood that the production of the Thames 5cwt van in either part or whole production would take place in Doncaster in the new year. In fact it was only to take place in part production.

Meanwhile Popular production continued, and in 1958 the Mayor and Mayoress drove the 50,000th Ford 103E Popular from the production line at lunch time. Though 50,000 Populars had been built in Doncaster, altogether since October 1953 136,000 had been built. Meanwhile an official agreement over the pay rates and working conditions was reached. It had taken five years and involved 22 unions with the Ford management. It now brought the workforce of all Briggs plants (a total of 15,000) into line with the 45,000 Ford employees.

By August 1959 cars were coming off the assembly line at the rate of one every three and a half minutes. It was at this time that Doncaster was unique in having vehicles completely assembled at one plant. Even at Dagenham, though 1,200 cars a day were produced, these were between two factories. The Doncaster factory was in fact the first in Europe to start this complete (start to finish) assembly.

Output reached approximately 140 vehicles per day, which could be down to 55 Populars, 55 Squire and Escort estate cars and 35 Thames van bodies. One third of these vehicles went for export, and the export market mainly concentrated on America and Canada. With both export and home markets it meant that building a car was a complex business, with different versions of the same model.

A great deal of advance planning went into colour schemes to ensure that no bottlenecks built up causing queues of bodies and parts waiting to be sprayed. The plant had a constant supply of materials with an operation to feed the plant carried out by a shuttle of lorries from a disused aircraft hangar at Doncaster airport, converted to a warehouse. This was constantly supplied by parts from the Dagenham works bought in by rail. However not everything came from Dagenham – for example all the hides used for seating at all Ford's plants were cut and dispatched at Doncaster. Once parts were brought to the factory the assembly line received a constant supply, distribution of parts from the loading bay being by diesel powered train which pulled 3 flat wagons. This train did a complete circuit of the assembly line 3 times a day.

The management had a system of keeping the processes of tooling and jigging as simplified as possible, so that people could be trained in a short time, with the exception of specialist skills such as lead loading. As mentioned before, Fords were strict on quality

# Specialist Applications Register

control. When the vehicles were driven off the line everything was tested, and if any fault became apparent the vehicle was returned to the garage where top grade mechanics replaced the offending part.

Other interesting points concerning the cars built at Doncaster between August 1955 and January 1959 are that 34,000 hides were used for seats and the thread used would stretch 15,000 miles. There were 250,000 pieces of glass used and if they were all put bumper to bumper the vehicles would stretch for 66 miles.

On March 12th 1959 the headline of the *Doncaster Chronicle* read 'Plan to Scrap Ford Popular'. It stated that the present Popular would be scrapped for a new design to be produced. But no official comment came from Dagenham on what was described as a well substantiated report. If plans were to go ahead it was hoped that the new model would be ready in time for the Motor Show of October that year, and also that the new car would be locally built.

The Mayor, Alderman A. Harvey arrived on Friday 13th March for a small celebration. He was invited to drive the 100,000th completed vehicle from the assembly line. The car at the centre of attention was an export model red Escort Estate, which directly after the ceremony was sent on to Southampton and in turn on to its new owner in America.

It was taking just two shifts to finish a car completely, and since 1955 they had turned out:

- 63,500 Populars
- 17,310 Escorts
- 10,910 Squires
- 8,310 Thames Van Bodies

On the 17th August 1959 the whole production of the 5cwt and 7cwt Thames vans was switched to Doncaster to take the place of the Popular, which ceased production in the week ending August 14th.

To prepare for the change, selected workers and maintenance men worked over the holiday period to re-tool and organise the work to begin production. When underway 150 to 160 vehicles per shift were turned out. Worked carried on at Carr Hill plant until February 28th 1964, when International Harvesters bought it, leaving all but 200 men redundant. These 200 would be the tool room staff at a new Ford works set up in Doncaster. The newly acquired tool room was in fact the former Doncaster Corporation Trolleybus Depot on Greyfriars Road, which has now been demolished for redevelopment.

The last vehicles produced at Carr Hill were the Anglia 105E estate and saloon cars, bringing the total amount of vehicles assembled here to 360,000.

Peter Williams

John Skinner e-mailed me recently with news and pictures of an interesting little vehicle that he was instrumental in saving way back in 1983. It was reported in *Sidevalve News* in October 1984, so it was a toss up whether this appeared in this section or in From the Archives. Also, Bruce Palmer reported seeing the tractor in use at the museum in June 1985.

## Sampson – The Lansing-Bagnall AF10 Tractor

This Lansing-Bagnall tractor was one of three used at the Marley Tiles works near Storrington in West Sussex. In 1983, following the closure of the site, Sampson found a new home a few miles away at the Amberley Chalk Pits Museum. This was thanks to a neighbour of John's father who used to repair the little tractors in their working days. Sampson was put to good use for a few years at the museum before undergoing some renovation work undertaken by R.W. Masters of Littlehampton. For a while, the tractor was on display inside the Brickyard Drying Shed, but with the passing of a few more years, Sampson is now in need of a thorough overhaul and I understand from the museum plans are being made to get Sampson up and running once more.

The museum has changed its name once or twice over the years. It is now called Amberley Museum & Heritage Centre and has a new director too, Paul Hashfield, following in the footsteps of Howard Stenning, our club's E83W Registrar from 1981 to 1983, who has retired from the museum after 28 years hard work overseeing a huge number of improvements at the site.

This Lansing Bagnall tractor model AF10 was made c.1952 and is fitted with a 10hp Ford Sidevalve engine and gearbox, driving a Lansing Bagnall rear axle, giving very low tractor gear ratios. This one was in good order, considering the hard use it must have been put to in pulling trailer loads of Marley blocks around the works, and the second gear suffered accordingly, hence the visits to the garage for repair.

At the Vintage Vehicle Gathering at the Museum on 15th April 1984, the first attempt was made at trying to start the engine. After changing the flat front tyres, giving the plugs and points a quick clean, and curing a sticking valve with a screwdriver poked in through a plug hole, it fired straight away, much to the delight of several FSO members assembled to watch the spectacle! And as can be seen from the photograph, the tractor was soon put to work, with the Museum Director, Ian Dean, about to tow away the cement mixer.

The 10hp engine is a Ford Industrial Unit and, as mentioned earlier, it drives through a standard gearbox via a Layrub double



In the brick-drying shed at the museum in 1998.

universal coupling, with all axial and radial displacement taken up by rubber trunnion blocks, to a heavy duty fully floating rear axle with worm gear and differential rigidly mounted on the chassis frame, giving speeds at 2500rev/min of 11.5mph in third gear, 6.5mph in second, 3.8mph in first and 2.9mph in reverse. The front axle is a forged carbon steel beam mounted on two semi-elliptic leaf springs, each with an extra damping leaf. The steering box is a Marles double roller and cam unit. Girling hydraulic brakes are fitted, with a mechanically operated hand brake on the rear wheels, as one would expect. Pressed steel divided type wheels are fitted, which are quickly detachable and permit easy removal of the tyres; 18 x 7 front and 23 x 7 rear. The overall length is 6ft 4.1/2ins, overall width is 3ft 10ins, overall height is 4ft 4ins and the wheelbase is only 3ft 4.1/2ins, giving a turning circle of 13ft 4ins.



The little tractor as found on 12 March 1983 at the Marley Tile works at Storridge.



Working at the Amberley Chalk Pits Museum in 1984 with Ian Dean, Director, at the wheel.

# Annual General Meeting

## Minutes of the Eighteenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 27th June 2009 at the Youth Centre, Greenhill Road, Alveston, Bristol. 24 members were present.

John Porter took the chair and welcomed the members to the eighteenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Haakon Oeverland who had come from Norway for the meeting.

### 1. Apologies for Absence

Apologies were received from Mark Bradbury, Gordon Cowley (Australia), Ian Maddams, Neil Patten, Sylvia Wood and Ian Woodrow.

### 2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 28th June 2008 at Wortley Hall, Wortley, Sheffield, South Yorkshire. S35 7DB were accepted by the meeting.

### 3. Matters Arising

There were no matters arising.

### 4. Annual Reports of Directors and Committee Members

#### a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She was keen to see members from as far away as Norway, Essex, Yorkshire and Lancashire. She reminded the membership that the Ford Sidevalve Owners' Club was an organisation owned by the members and run by the Committee on behalf of the membership. The AGM was an opportunity to talk to the Committee both during the meeting and outside of it.

Shirley thanked Ivor Bryant, Peter Williams and the Bristol regional group for organising the AGM on behalf of the Club.

Membership had slowly declined over the last ten years but she was pleased to report that there had been a slight increase in the membership in 2008. There had only been an increase of nine but this was encouraging in the current difficult economic climate. It looks as though the membership for the current year was on a par with 2008. The membership affected everything that the Club did as it was

the main income for the Club. It covered the cost of the magazine and other activities.

Despite numerous attempts to find a volunteer Editor the Club continued to pay for the services of a part time Editor to put together the magazine on its behalf. This was one area where the Club could save money if a volunteer Editor with the necessary skills could be found. However, the current Editor, Ben Jeapes, was doing an excellent job in producing the magazine and receiving positive comments from the membership about the quality and variety of the articles. Shirley believed that the funds spent on the Editor were well worth it as it was a service enjoyed by all members.

On the technical side John Pole and Jim Norman continued to provide technical advice to the members on their vehicles.

Shirley reminded the members that the Registrars had been busy generating text for the magazine during the year and dealing with DVLA queries over the year. Yvon Précieux has done a sterling job as both Pre-War and E83W Registrars. Rob Goodland was doing an excellent job as 100E and 107E Registrar after taking over this role from Tony Lloyd. Andy Main and Rob Daniels continued to provide a good service to all their Register members. Peter Williams has taken on the role of Specialist Applications Registrar covering a wide variety of vehicles such as boats, planes, aircraft refuellers, tractors, etc. Peter also continued to look after the Club archives and produced fascinating stories from the archives in *Sidevalve News*.

Shirley thanked John Duckenfield for the excellent job he was doing in his role of regional group co-ordinator. The Club hoped to see benefits by encouraging the activities of the regional groups. During the last year John had persuaded a few more members to start regional groups in their areas.

The Club had arranged for the note on its deeds to be removed as it had never taken out a mortgage with Lloyds Bank. The Club's solicitor had made the necessary arrangements for the deeds to be corrected and Companies House notified. The solicitors would also be acting as the registered office of the Club as Tony Young had recently moved house.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also expressed her thanks to the families of these helpers as they had to put up with a great deal on behalf of the Club. Shirley reminded the membership that the Committee members were volunteers and they all had their own lives to live.

Finally Shirley thanked the membership for continuing to support the Club and the services it provided: without the membership there would not be a Club.

#### b. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2008 were distributed to those present. Tony Young reminded the members present that with the exception of the audited accounts, all the accounting details were confidential to Club members only. A copy of the full accounts could be obtained from the General Secretary.

Tony Young reminded the meeting that this was their opportunity to tell the Committee what they wanted. It was an opportunity to comment on the Club's finances. He reminded the audience that the Club traded mutually which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by not paying tax on any profits from the sale of spares or regalia.

Tony reported that the Club was financially strong as it didn't have any debts. The insurance payment for 2009 and rates for the first part of 2009 were shown as debtors in the accounts. The Club currently had a large amount of money in the bank but that was mainly spares money, which had accumulated over the last few years. The Club had started purchasing new spares stocks towards the end of 2008 and this spend was continuing in 2009. Tony recommended that the Club always kept a minimum of £25,000 in the bank to allow for unforeseen purchases of spares or to act as a buffer against difficult times. The Club still kept its expenditure under strict control, which was effectively the only way to reduce spending and ensure that the books balanced. It was vital to ensure that there were sufficient funds in the bank to cover unexpected spares purchases but also to ensure that items such as a colour magazine could be funded. Tony emphasised the fact that the Committee had decided to hold the membership subscription at its current level especially in the current economic climate.

Tony took the members through a subset of the accounts. The accounts had received a full and thorough audit by Newby Crouch, a firm of chartered accountants. It was not necessary for the Club accounts to be audited but Tony believed that the audit protected both the membership, in that it showed that the Club had been operated correctly and it also protected the Committee from criticism by the members. The auditors were now familiar with the operation of the Club and any change to the figures in future years would prompt comments, which the Treasurer would have to explain.

Tony went through the cashbook for 2008 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled the Committee to see where the major spend was being made.

Jim Norman said that the Club needed a healthy bank balance as a cushion against

# Annual General Meeting

the economic recession and especially when purchasing spares.

Nigel Hilling pointed out that the Club was approaching the VAT limit and asked if it expected to register again. Tony said that the VAT limit kept increasing each year but if the Club did have to register again he would negotiate with the Customs and Excise as to how much VAT should be paid on the subscriptions.

## c. Membership Secretary (Jennie Thake)

Jennie Thake reported that the membership of the Club had held up very well in 2008 finishing on a total membership of 1165.

When all the renewals for 2009 arrived Jennie took the opportunity to check, add to or amend all the e-mail addresses, also all the members' details including telephone numbers thoroughly, so that all records were up to date and correct.

Once the majority of renewals were in Jennie had sent out 213 chase letters but had only received 60 replies with either payment or informing her that a vehicle had been sold. Only 2 or 3 had replied to say that they could no longer afford to be a member. One interesting fact was that the members who did not renew were those that had only been members for two to three years and during that time they had purchased their spares, got their vehicle up and running or not, enjoyed them and moved on. Encouragingly the Club had a few younger members who had joined the Club having inherited a car from their granddads. She hoped that these younger members would become active members in the future. When someone joined the Club Jennie sent them a copy of the latest magazine, a full list of spares and regalia and details of the register for the specific vehicle as well as a couple of car stickers and a membership card.

Jennie stated that the current membership was 1088. The Club received a number of new members whenever a big show had taken place, for example Enfield Pageant, Tatton Park, Bristol and West and the NEC. She was pleased to report that Club membership was holding up well.

Len Shorthouse asked if the membership could be broken down by region to show the spread of members. Jennie said that John Duckenfield produced such information to the regional contacts. John Porter said that the regional contacts had this information but reminded the meeting that the Data Protection Act prevented the information being given to members.

John Duckenfield asked why the membership application form specified the joining fee as £30.50 rather than the membership fee of £28 plus the joining fee of £2.50. Shirley said that in the past the form had showed the fee as £28 plus the joining fee

but many people had not paid the joining fee, hence the change to the form.

## d. Spares Report (Shirley Wood)

Shirley reported that 2008 saw sales of the upright spares down on the previous year by about £2,000 but this still resulted in sales of over a £1,000 per month. Sales of 100E spares for the year were about the same as the previous year. This year Shirley expected the sale of spares to be about the same as 2008 unless there was a significant increase or decrease in sales over the remaining six months of the year.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. She was pleased to report that so far none of the Club suppliers had disappeared in the current difficult economic environment. New spares purchased during 2009 included upright rear bearing kits, cylinder head studs, bulbs, piston sets for the upright models, gearbox mounts for the 8 & 10hp models and 100E gearbox mounts.

Towards the end of 2008 the Club found a supplier for new exhaust pipes but after two months the Club had still not received any quotations so it had collected its samples and looked elsewhere. The Club had found other suppliers but it took time to get quotations and goods produced. The Club had mild steel systems for the 100E and 103E on order but members should be aware that the price had increased significantly

During the current year the Club had purchased E93A water pump repair kits and front shock absorbers for the E83W model. The Club had been undergoing a major restocking of 100E spares since the beginning of the year which had eaten into the Club's finances.

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future. All ideas for new items to be remanufactured should be passed to the spares secretaries.

Shirley stated that if members wanted to visit the store then she was quite happy for them to do so provided they made an appointment.

Shirley extended a special thanks to Stephen Wood as without his help there would be no 8 & 10hp spares service.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares

orders. She hoped that the Club managed to provide a reasonable service.

John Palmer pointed out that the e-mail address for Neil Patten was incorrect in the magazine. Shirley had also noticed this and the address should have been corrected in the June issue of the magazine.

Jim Norman asked if it would be possible to organise a spares day for 2010. Shirley would investigate dates for 2010.

## e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2008 was £1316.37 compared to £964 in 2007. This had been a good year for regalia sales but she did not expect the current year to be as good. A wide variety of regalia items continued to sell but the main items continued to be the workshop and parts manuals. A number of items had been produced to celebrate the 40th Anniversary of the Club, and they were the window stickers and the beer glasses and tankards that were available for sale at the AGM.

## f. Chairman (John Porter)

John Porter reported that the world was in the worst recession in living memory and the Club was in its 40th year. The cars covered by the Club were produced in previous recessions, the Model Y in the 1930s for example, and these vehicles tend to be at the cheaper end of the classic car market. John said that the classic car sector seemed to be buoyant at the present time with well attended shows so far during the current year.

As a Club the Committee had discussed the possibility of a reduction in the membership over the renewal period but fortunately that had not materialised. The Committee remained vigilant and had been careful with expenditure and investment. It had been agreed that rather than leaving funds in the bank earning very little interest it was more sensible to invest the money in spares.

John said that as the country was in recession it was proving slightly easier to persuade companies to produce spares in smaller quantities for the Club. At recent shows there had been a lot of visits from engineering companies offering their services to the Club. He hoped that any new relationships created with suppliers would remain once the recession was over. A good example of a company dealing with the club during a recession was the production of the front shock absorbers for both the E93A and the E83W models.

John reminded the audience that publicity was the backbone of any club's forward planning and the Club lacked a person to take on this important role and maintain contact with the classic car magazines to promote the cars and the Club. If anyone was interested in this position then they should contact John or

# Annual General Meeting

Shirley. Without publicity potential members did not know that the FSOC existed.

The website was the first popular call with contact through the Club stands a close second. He thanked John Duckenfield and the regional organisers for their hard work in promoting the Club.

John reported that the first edition of the DVD of archive material of the models covered by the Club had been produced by Peter Williams. The Club was now looking to produce a second DVD and if anyone had any suitable material (moving image or stills) then please let John or Shirley know.

John had a quantity of showcards for the various models available with Perspex stands for a small cost.

## 5. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules for electing the Club Directors were changed in 2007 which meant that one third of the directors were elected each year. This year it was the turn of the Treasurer and Andy Main to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- Tony Young – Treasurer
- Andy Main – Anglia, Prefect and Popular Registrar

The following directors continued in their current positions.

- John Porter – Chairman

- Yvon Précieux - Pre War Registrar
- Jennie Thake – Membership Secretary
- Shirley Wood – General Secretary

The Management Committee members were elected unopposed and they were:

- Mark Bradbury – Web
- Brian Cranswick – Events Co-ordinator
- Robert Daniels – Specials Registrar
- John Duckenfield – Regional Co-ordinator
- Rob Goodland – 100E and 107E Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – Technical Adviser for upright models
- Peter Williams – Archivist
- Stephen Wood – 8 & 10hp Spares

## 6. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35 37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Auditors for the Company

Tony Young stated that it was up to the membership to vote for the auditors each year. Messrs Newby Crouch had been very thorough in auditing the Club's accounts and Tony was happy that the club continued to use them as auditors.

Tony Young proposed that Messrs Newby Crouch were confirmed as the Company's auditors for the following year. The motion was passed unanimously.

## 7. To authorise the Officers and Committee to fix the Remuneration of the Auditors

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The gross fee for the audit was £1646. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the auditors. The motion was passed unanimously.

## 8. Any Other Business

Jim Norman suggested that the Committee contacted Ian White who had a video of one of the Isle of Wight road runs from the 1990s, which he may be willing to let the Club have. John agreed to contact Ian White.

Jim Norman reported that he belonged to a number of classic car web sites and he had recently noticed that a number of 100Es were being converted to hot rods. This would result in a quantity of second hand running gears being made available which the Club could purchase and also reduce the number of 100Es available for membership.

Jim urged the Club to advertise more as there were many sidevalve owners who were not members of the Club. John Duckenfield said that he knew of a number of members who purchased spares for non-members. The Committee knew that some members purchased spares for others but it was difficult to stop despite notices on the spares lists.

There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.

# Fault Diagnosis

Jim Norman

Many years ago a local Sidevalve Club member phoned me in desperation; he had been unable to start his 100E for two weeks. Normally it started first touch but one Saturday it refused to go. He changed the spark plugs; then the points and condenser; then the distributor cap and rotor; then in turn the HT leads; and finally the coil, all to no avail.

Having replaced the ignition system, he turned his attention to the fuel side, He unearthed and thoroughly cleaned his spare carburettor, but to no effect. That was when I received his call. Within two minutes of my arrival, the engine was running. It took longer to reset all the parts he had fitted to within the specifications than to find and cure the fault.

So why had he not found it? Basically, he was (with respect) an amateur, and had gone about it

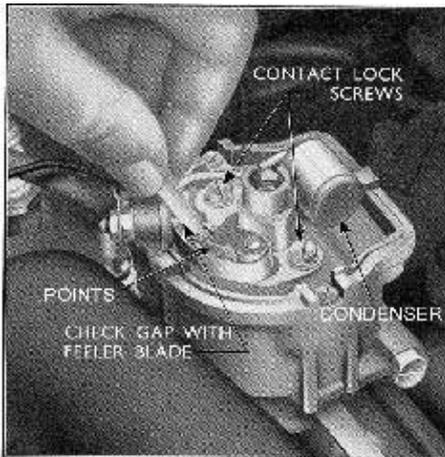


A simple test lamp made from two lengths of wire and a bulb and holder. Small crocodile clips on the ends of the wires would improve it. It is here connected between the live LT side of the coil and the earth post of the battery. The ignition is on so the lamp is correctly lit up.

in an amateurish fashion. I did it professionally, and the professional way works. His method is known in the trade as 'diagnosis by substitution'. You guess at what the problem might be and change it, and if that doesn't affect a cure, you

take another guess. In this case, he'd spent over £80 replacing parts which were fully serviceable but still hadn't found the fault. A lot of the friendly advice which appears on various internet boards follows the same amateurish logic: 'I had a similar problem once and changed such a thing.' The fact that your problem had a particular cause is no indication that the current one shares it.

In the above case, a screwdriver blade in a plug lead established that there was no spark. A test lamp immediately showed that there was no feed to the coil, which then led to the ignition switch, and there was the problem: the spade connector on the blue/black cable which feeds the coil had opened out slightly, allowing it to become detached. Gently squeezing it with pliers and refitting was all that was needed to restore normal service. Nothing had needed to be replaced, and no amount of parts replacement would have found the problem, unless he eventually became desperate enough to change



Inside the distributor, from the workshop manual. The points gap is checked with a feeler blade; 0.015" is the one. The points should be on the heel of the cam, as shown, and so open at their widest, and there should be a slight resistance to moving the blade – a 'magnetic grip', as it is termed. When the engine is turned so that there is no contact between the points' fibre heel and the cam, the points must be fully closed.

the switch. There is a logical and effective sequence to fault finding which produces results quickly, effectively and – and this is important – more cheaply.

For an engine to run, it must have three things: adequate compression; air and fuel, in about the correct ratio and thoroughly mixed; and a good, hot spark at about the right time. If an engine has all of these, *it has to go* – it has no choice. If it won't run, one or more of these is deficient. What we should do is first find out which one isn't functioning and then establish the reason.

## Compression

An engine draws in air and petrol as the piston descends on the Induction stroke with the inlet valve open. After Bottom Dead Centre, it rises on the Compression stroke and the inlet valve closes. The indrawn air and fuel are trapped within the cylinder in a decreasing space, which forces up its pressure and temperature. This higher pressure allows for more efficient combustion, releasing more heat and therefore power from the fuel. If there is no compression then the fuel might not burn at all, but certainly will produce very little power – probably insufficient to make the engine run.

The sidevalve engine has a low compression ratio (7:1) so doesn't give much compression to start with, so a bit of a loss isn't a major issue. Unless an engine has been standing for a long time and the valves have seized open, or there is major internal mechanical damage, low compression is unlikely to be an issue, at least on more than one cylinder. If there is no compression, the starter will spin the engine over far faster than normal, and this can be heard. If you want to be sure, a rough check is to remove all the spark plugs, put your thumb over each plug hole in turn and spin the starter. If air forces

its way past your thumb, or better still blows your thumb off the hole, it will be enough.

## Ignition

Most breakdowns in the sixties were caused by ignition faults, before vaporisation became rampant. There is a sequence to follow, but I'd take a short cut first.

To test the ignition system, pull off a plug lead and insert a Philips screwdriver into the end. Holding the screwdriver *by the handle* so that part of the blade is about 1/8"-1/4" from a metal part of the engine, spin the engine over with the ignition on. You should get a nice healthy spark between the blade and engine. This pretty well eliminates the ignition system. The only part not tested is the plugs, and all four are unlikely to die at once, unless they have become wet with excess petrol. (Take them out and look; if they are wet, try to burn off the fuel on them. At home this might be done – very carefully – on a gas hob. Hold the plugs in insulated pliers; they will get hot!)

If you don't get a spark, you need a test lamp. Connect one lead to earth and the other to the battery live terminal to check it works. Now connect it to the SW or negative side of the coil with the ignition switched on (CB or positive if you've converted to negative earth). It should light up in all conditions. If it doesn't, there is no feed to the coil, as described above, and you need to check that there is a feed going into and coming out of the ignition switch. Assuming there is a feed to the coil, check if it lights up when connected to the CB or positive side of the coil (assuming it's still positive earth). It should light up when the points are OPEN, but not when CLOSED.

Remove the distributor cap and rotate the engine by hand to ensure that the points are fully closed, then attach your test lamp to the coil LT lead which connects to the distributor. If it lights up, the current isn't passing through the points to earth. Check the LT lead at the distributor end. If it is intact, the lamp will again light up and the fault is inside the cap; if not, the lead is faulty and should be replaced. Assuming that the lead is all right, then either the cable between it and the points is damaged, or more likely the points' contact faces are dirty or burnt, or the points aren't closing fully. In either of the first two cases, change both them and the condenser, especially if they are burnt. If the last, reset the gap and possibly lightly oil their pivot.

If the lamp did not light up with the points closed, turn the engine until the points are fully open and repeat; this time it should light up. It might not be quite as bright as before due to the resistance of the coil's primary windings, but still quite bright. Failure to light up could indicate that this primary winding has burned out; disconnect the LT lead and try again. If it again doesn't light, it's the coil; if it does there is a short circuit below the cap. This could be a wrong or defective connection, the points not opening,

or the condenser has developed a short. If the connections check out all right and the points can be seen to be open, change the condenser. Be aware that condensers have a limited shelf life, even sitting unused in their boxes. Buying new old stock can be purchasing an item that is 20 or 30 years old, and absolutely useless. A defective condenser might allow the engine to start, but run roughly and refuse to speed up.

If the LT side has been proven or made to function but there is still no spark, we need to check the HT side of the system. Be aware that the coil can produce up to 25,000 volts, which is enough to cause you problems if you get caught by it. The easiest way to check is to disconnect the main (king) lead from the centre of the distributor cap and, using insulated pliers, hold the lead's end about 1/4" from a good earth and spin the engine with the ignition on. You should get a strong, blue spark; if not, it's either the coil or king lead. The latter might be copper wire and a test lamp check will show if it's intact; carbon trace type need an ohmmeter to check them. They do have a built-in resistance – for radio suppression – but if the reading is infinity or 1, there's your problem. If the lead passes the test, it must be the coil.

If there was a spark from the king lead but not from the plug leads, it must be getting lost between the cap and rotor. Hold the king lead a 1/4" above the rotor arm and spin the engine as above, checking for a spark between the lead and the arm. If you get one, the arm is unserviceable: it means that the spark is escaping to earth rather than reaching the leads, so replace it. If there isn't a spark, the cap is the final suspect. Is the sprung, carbon brush still in position inside? Are there marks where the HT current has been tracking? It isn't always easy to see, so if in doubt, change it.

The only other ignition-related problem is ignition timing. This would need to be a long way out to stop the engine from running. Turn the engine until the notch in the front pulley aligns with the mark on the timing cover, undo the clamp and turn the distributor anticlockwise until the points can be seen to be closed. Connect your test lamp between the distributor LT lead and earth, then turn the distributor very slowly clockwise with the ignition on. Eventually the light will light up; at that point tighten the clamp as that is the correct timing position. The rotor arm should now be pointing at one of the plug lead connections in the cap, either No. 1 or No. 4. If it's the right one, the engine should run. If it won't but spits back through the carburettor, you're 180 degrees out; just move the leads around the cap two connections. Once running, set the timing accurately with a strobe lamp.

## Fuel

With the ignition checked and working, we need to check the fuel system. Slacken the fuel pipe union nut to the carb and spin the engine; fuel should spray out in solid squirts. If it doesn't, it's the pump or a blockage in the lines, but it's

worth checking that the filler cap is allowing in air. It should: the pump can't work if air cannot displace the fuel used. Check also if the exhaust is blocked. The fuel / air can't enter the engine unless the waste gases can escape. These would cause an engine to cease running, but not to fail to start.

If fuel has not been delivered, disconnect the fuel pipe going into the pump. The pump on a Sidevalve is mounted quite low, and if more than a couple of gallons is in the tank it should start to come out. If it doesn't, use an airline to blow back towards the tank while someone listens at the filler neck, cap removed. No noise indicates a blockage, so you might have to remove and replace the pipe; a loud hiss that indicates there is no fuel in the tank, the solution being obvious; while bubbles show that fuel (liquid, anyway) is present. Be aware that not all liquids are petrol; someone might have put in something else, diesel perhaps. Then again, if it is petrol but has been in there for some time, it will have gone stale and refuse to burn, so the engine cannot run. Fresh petrol might be all that's needed.

If the line to the tank is clear and fuel present, but still nothing is delivered by the pump, this must be suspect. There are two types of pump for the 100E; they look the same but don't interchange as the operating arms are different. These match the thickness of the gasket and you must ensure you have the right combination.

If fuel is being delivered, take the top off the carburettor and check the fuel level; the brass flap should be approximately horizontal. No fuel present or too much indicate a faulty needle valve and replacement is the only cure. Otherwise, there is little to go wrong with these carburettors beyond blockages. Remove all the jets and blow through them with an air line, then blow through the holes from which they came. In stubborn cases, the carburettor can be submerged in cellulose thinners; allow about a week for this to work through.

And that's more or less it. The vacuum pipe to the wipers can split, giving a weak mixture, poor running and difficult starting; blank off at the manifold to check. A dirty air filter can reduce the amount of air going into the engine and so cause an over-rich mixture, again giving poor running and difficult hot starting.

Of course, we cannot leave without mentioning the dreaded fuel vaporisation. Fuel in the pump absorbs sufficient heat from the very close exhaust manifold and front pipe that one or more of the petrol's constituents boils, so causing bubbles in the system. These act just like air in a brake hydraulic system: the pump's pressure is wasted compressing the bubbles rather than forcing fuel up to the carburettor. This will occur only once the engine is thoroughly warm, and usually when the car stops for a period. Normally, as it keeps up a speed, air flows through the radiator and removes the heat so vaporisation cannot occur. Once stopped, this airflow ceases; the underbonnet temperature rises and the fuel boils. The engine then stops until all has cooled down again to the point where the petrol has reverted to all liquid. When this happens, no fuel will be delivered to the carburettor so our first test should confirm it.

## Tales of BLC

Jim Norman

If these tales give the impression that all is bliss with BLC and nothing ever goes wrong, let me correct that now. Specifically I refer to Wednesday 24th June, only a few days before the AGM, which I wanted to attend.

On my way home from work, the engine began to splutter. Closing the throttle and then re-opening it returned power for a brief period, after which the spluttering returned. There was a lay-by ahead, so I floored the throttle until the spluttering stopped, as did the engine. The clutch was pressed, accelerator closed and the car allowed to drift into the lay-by.

A beauty of the Nikki carburettor is the window in front, allowing the fuel level to be seen. It was therefore immediately obvious that the carburettor was completely devoid of petrol. The inline fuel filter was full, as was the glass bowl of the lift pump, although only to the level of the filter gauze rather than above it. The engine started and I drove home; provided I was careful with the throttle, the engine ran. I could maintain 50 mph on a level road, but even a slight gradient returned the spluttering, though not sufficiently to cause the engine to die. Even so, a trip to Bristol in these conditions was not viable.

Once home the first suspect, the needle valve, was changed; this isn't a nice job on a Nikki! Unfortunately, my confidence that this was the fault was dashed on my way to work the following morning; there was no improvement. At work, all the filters were removed or by-passed but the journey home proved, as expected, that these were not the cause. As the fuel lines had recently been completely renewed (see *Sidevalve News*, April 2009), that left only the pump, so this too was replaced by a spare. This was a genuine 107E type, which has the disadvantage of a large (and in BLC's case, redundant) vacuum pump below, which makes some parts difficult to access, and has a distressing tendency to deliver a fine spray of oil on to the steering box. This one did all these but didn't cure the problem. At work the following day (the Friday before Saturday's AGM) I disconnected the fuel line, removed the filler cap and blew compressed air back to the tank. Instead of the stream of bubbles I was expecting, there was a loud bang, as might be made by a solid object striking sheet steel, such as a fuel tank might be made of. Then followed the bubbles ... And the run home was completely without drama;

Some cars are prone to vaporise; others never suffer. It is often brought on by a fault in the system – weak pump, for instance – which the heat merely exaggerates. But people have had some success by installing a heat shield between the pump and the exhaust system. Also, carry a hand water spray. Cold water sprayed on to the pump (but avoid hitting the hot manifold; it can

the problem was solved. All I have to do now is run the tank down low enough to get inside to clean out whatever it was.

The following day, BLC did indeed go to the AGM, and very good it was too; well done to all! It was followed by a very pleasant road run through the Cotswolds, and my thanks to Tony Young and his family for their company and excellent map reading. It did mean that I didn't reach home until 9.50 that night, BLC having covered 395 miles that day, with not a hint of a problem of any sort. It was the start of a busy eight days: four trips to work at 41 miles per day; one run to Halifax for a seminar at about 150 miles; a run to Kidderminster the following Saturday and general running about brought the mileage for that period up to 902. A 100E owner on a forum claimed 800 miles between MoTs, which puts it into perspective.

BLC was on the Club stand at Tatton Park on 31st May and I was reacquainted with BOA. Although I didn't see Brian, I must congratulate him; she's looking very good now and extremely well turned out.

It has been mentioned here before that I like lights. The front of the car now has her full complement; so too did the rear although I wasn't happy with them. Of the two reversing lights, the offside one didn't sit right while the nearside one had filled with water so had a light brown lens. The fog lamp was from, I think, a Mk II Escort and simply looked wrong. In the autojumble I found a nice pair of reversing lamps with a matching unit with dark red lens; a period rear fog lamp, as it were. They were purchased and fitted, care being taken to both ensure accurate mounting and to prevent water ingress. The result, I feel, is a vast improvement.

The only problem is that I have run out of places to put more lights. How about indicator repeaters on the edges of the wing mirrors? Or maybe not!



crack) speeds up the cooling process and so helps identify the cause.

We have now covered all the checks, and should have a running engine, or at least know why it isn't. Go through the checks and find the fault. And please, no more of the 'It might be ...' suggestions, however well intended.

# From the Archives

Peter Williams

We continue our trawl through the collection of old copies of *Practical Motorist*. We finished last time in 1957 and carry on from that point.

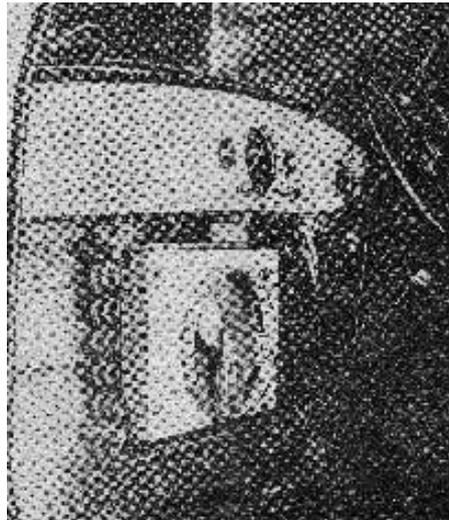
## Voltage regulator for the 3-brush dynamo

An article in the November 1957 edition and a letter in January 1958 illustrated the danger for the motorist who was tempted to try some of the modifications described in magazines aimed at DIY motorists. The article described a method of modifying a Ford 8hp with the old 3-brush unregulated dynamo so that it would be disconnected when the battery was fully charged and reconnected when the battery voltage fell. A circuit was described that used variable resistors and a relay obtained from war-surplus stores. In this period much ex-WD mechanical and electrical equipment was on sale for the keen DIY experimenter.

However, the letter in January from an auto-electrician warned that the proposed mods would probably wreck the dynamo in a very short time due to running it open-circuit. One wonders how many motorists had already learned the hard way and whether, in those innocent days, they would have considered suing the magazine or the author of the article. The auto-electrician considered the Ford 3-brush system perfectly reliable if correctly adjusted and thought that the only worthwhile mod would be to fit the more modern 2-brush dynamo with voltage regulator now used on current vehicles.

## Heater for an E83W

Another example of making use of ex-army equipment cropped up in an article describing how to fit a heater in an E83W van. This was novel in that the heat exchanger was a condenser from a refrigerator to which was



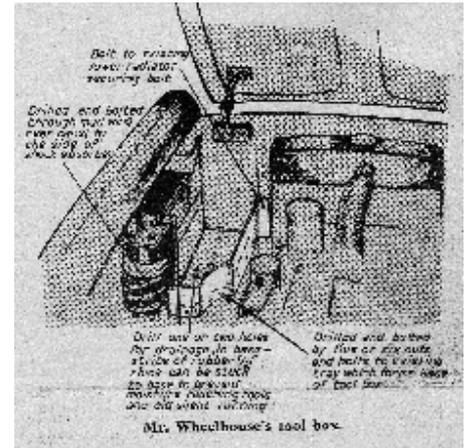
The large fridge condenser installed in the E83W.

added a motor from an ex-army store and a home-made fan blade.

The connection for the heater pipes into the top and bottom radiator hoses was by making tee-pieces from brass pipe. The author admits that a thermo-siphon cooling system does not make for a very effective heater but an elaborate solution is proposed. In the wider part of the tee-piece in the top hose a butterfly valve is constructed and installed in a similar way to a choke in a carburettor. This had an external knob so that it could be turned to the optimum angle that would divert hot water into the small pipe of the tee-piece without restricting the flow too much to the radiator. The modern motorist can only marvel that it was quite normal for his counterpart in those days to be expected to be capable of constructing such a device in his garden shed without water leaking in all directions.

## Toolbox under the bonnet

It was evidently thought prudent to carry tools with even a relatively new car in 1957. A

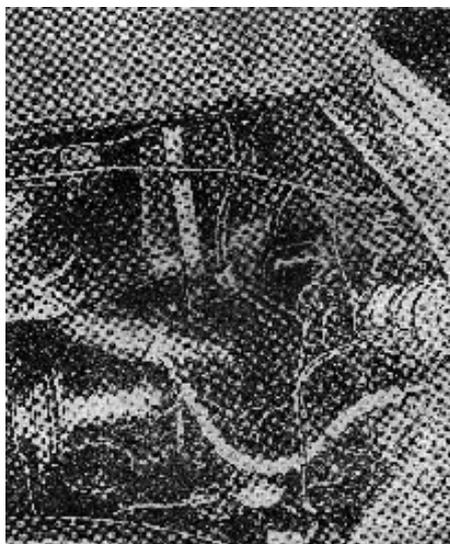


handy tip from a reader in BFPO 26 described the construction of a tool compartment under the bonnet of a 100E. Incidentally, the address refers to British Forces Post Office and the 26 is probably somewhere in Germany (hands up anyone who remembers two-way family favourites).

Getting back to the point of the letter, the open-top compartment was made by bolting a strip of metal to the edge of the tray which presumably would have held the battery on left-hand-drive versions. This wish to have a compartment under the bonnet presumably stems from the storage compartment for the jack and wheelbrace on the older Fords.

## Falcon bodyshells

Following on from the advert for Rochdale bodies in the last *Sidevalve News* the January 1958 edition of *Practical Motorist* carried a half-page advertisement for Falcon Shells. It was clearly a popular pastime to build sports cars on old Ford chassis. It's interesting that Falcon don't give any prices, nor do they admit to a telephone number. Life was run at a slower pace back then and the prospective purchaser was content to wait for his brochure to come through the post.



The connection into the top hose showing the knob for adjusting the butterfly valve.

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# Ivor's Gang at the AGM

Peter Williams

You will have heard that Ivor Bryant, the enthusiastic regional contact for Bristol, rashly volunteered us to host the 2009 annual general meeting. I say rashly because I don't think he had properly considered whether all the necessary skills were available within the local members. Hosting the AGM is a great responsibility involving event management, catering, accommodation sourcing and public relations skills.

After the event I think we can give a sigh of relief that we managed to bluff our way through it without people noticing too many of the problems. The one exception to this is that we managed to send people the wrong way on the evening road run. I take full responsibility for this but would plead extenuating circumstances.

Ivor originally planned the route and I transcribed the route instructions. About two weeks prior to the big day some 'road closed' signs appeared, which we assumed would all be clear in good time, but they were still

in place two days before the AGM. Driving through the closed section we were able to speak to the contractors who assured us that the road would be left passable for the weekend. So a last-minute change was made to the route sheet to tell people that the closure signs could be ignored.

With the worries of the closed road and the eventual relief of being able to use the road after all, the rest of the route didn't get checked as thoroughly as it might have been. This meant that I didn't notice that the local council or highway authority had decided to move the name board of the village of Bagstone about half a mile nearer the village. This normally wouldn't have mattered except that our route turned right at a junction just *after* where the sign used to be and therefore *before* its new location. Since the instruction was to turn right after passing the sign it's understandable that people went astray. But Sidevalve members are clever folk and most were soon back on track, although one or two haven't been seen since.

They should have been suspicious of all the instructions on the route sheet when the very first one was 'turn right out of the car park'



Ivor tackles the steep hill in a spirited fashion.



The line-up before the road run.

which quite clearly should have been 'turn left'. This was due to limited parking at the village hall which meant that very late in the planning process Ivor managed to get permission to use the school playground for over-spill parking. This would have been fine except that it was on the opposite side of the road!

## Letters and Emails

### Hub of the Matter

Dear Sidevalve,

Here is a tip that Upright owners might find useful. I have found that the springs which hold the hubcaps in position on Upright Fords are very strong and efficient – so much so that hubcap removal takes considerable force. I did not want to damage the nicely painted wheels on my E83W by using a metal tool to prise the hubcaps off and a large screwdriver is a definite No-No. Even the tool supplied in the vehicle's tool kit for hubcap removal is made of metal and I found that it was beginning to mark the paintwork, which would eventually lead to unsightly little rust marks on the wheels.

I came up with a simple alternative. Years ago I had a chainsaw for cutting up logs. Anyone who has used a chainsaw knows that sometimes the saw gets jammed in the wood, by pressure from the closing gap. To overcome this I bought some plastic wedges, made of really hard plastic material, specially made for the purpose of spreading the sawcut. Mine were made by Oregon. I bought two. They are about 7 inches long, 2½ inches wide, and about 1 inch thick at the thickest point. Although I no longer have the saw, I kept the wedges. (I confess to being something of a squirrel!)

I cut one of the wedges vertically down its centre using a hacksaw, leaving me with two identical smaller wedges, about 1¼ inches wide. I did think that possibly one wedge tapped in between the hubcap and the wheel would be enough to prise the hubcap off, but

I found in practice that it needed both. One certainly separated the hubcap from the wheel, but when I repositioned it to the other side, the strength of the retaining springs pulled it back again on the first side. So I tapped one in place and held it in position with my knee whilst I tapped the other in place on the opposite side.

Voila! One hubcap removed with no paint damage to the wheel or hubcap. Oh, don't forget to put something on the ground – the hubcap will always come off face down on to the ground, and you don't want the face of that scratched! I should think that these wedges are still readily available from garden machinery dealers.

Happy Sidevalving,

Patrick Russell

### Wet and Windy

Dear Sidevalve,

We went to Beaulieu Spring Motor Mart, booking a stand free for the Model A Ford Club and one for Colin White, who represented the Ford Y and C Model Register. We were there to promote the Old Ford Rally, all Ford Sidevalve Clubs and Coleford Carnival of Transport, our local town event.

Things did not go well. Just after taking the front sheet off the marquee a strong gust of wind picked the whole thing up: only quick thinking and one ratchet strap attached to the wheel of the Transit prevented it from taking off. We quickly revised the positions of the ratchet straps, and an extra coil of rope



down to the van and removal of the end sheet prevented any more major mishaps.

We had to hold down all the paperwork we had brought with us: I guess that's why they call them flyers!

We had a lot of wind and rain to dodge. There weren't many visitors all weekend but I tried to talk to anyone who stopped to read the posters we had put around the front of the stalls. No one who had Ford logos on their clothing escaped me either. It was quite surprising how many people still did not know about the new Old Ford Rally, so make sure you tell all your fellow Ford owners about it, just in case they haven't read about it yet.

We hope that we get more interest for the Old Ford Rally and that the weather will be much better than the weekend we spent in Hampshire.

Yours,

Mike Cobell

(Formerly Saturn Industries, now bell-trading.co.uk and tools4cars.co.uk)